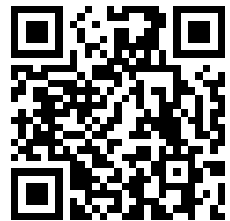


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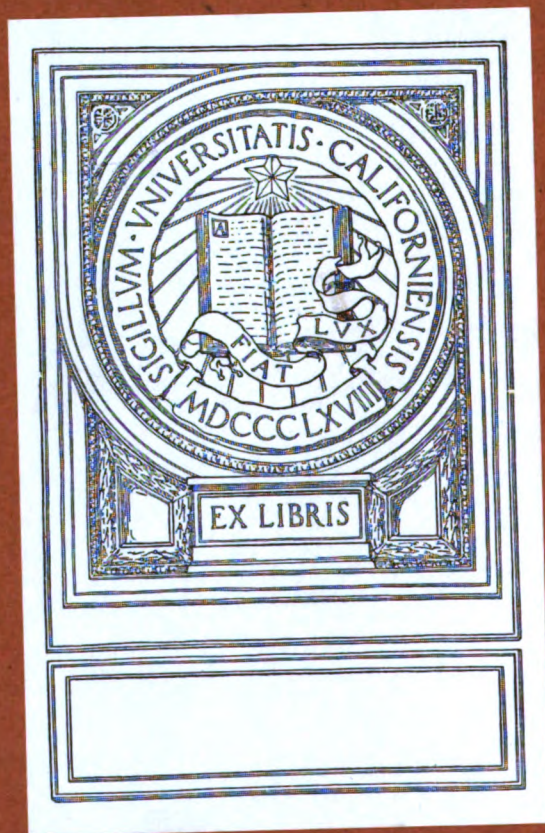
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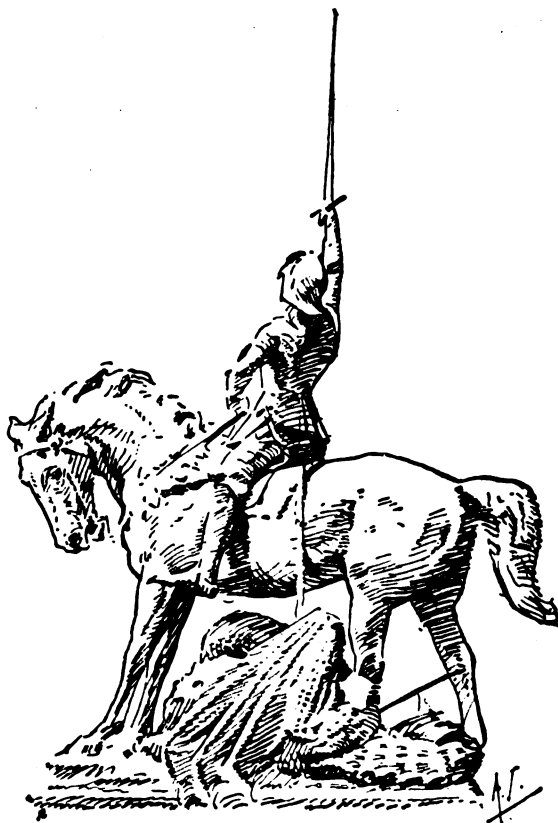




# THE CAVALRY JOURNAL

*Vol. XVI*

*JANUARY to OCTOBER, 1926*



Published at  
ROYAL UNITED SERVICE INSTITUTION, WHITEHALL, S.W.1  
LONDON

1926

WITH THE SANCTION OF THE ARMY COUNCIL

UNDER THE DIRECTION OF

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*Published at*

THE ROYAL UNITED SERVICE INSTITUTION, WHITEHALL, S.W.1

*Director of Publicity :*

C. GILBERT-WOOD, F.R.G.S., F.R.S.A., M.J.I., etc., 11, Red Lion Square, W.C.1

*Printers :*

J. J. KELIHER & Co., LTD., Marshalsea Press, Southwark, S.E.1

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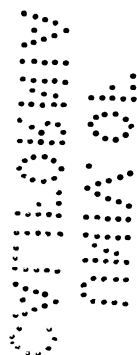
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THE DEAD TRUMPETER

Horace Vernet.

# THE CAVALRY JOURNAL

JANUARY 1926

UNIV. OF  
CALIFORNIA

## *'Cavalry Journal' Committee*

A meeting of this Committee was held in the Council Room of the Royal United Service Institution, Whitehall, at 12 noon, on November 21, 1925.

Present : Field-Marshal Viscount Allenby, G.C.M.G., G.C.B. (in the Chair); Lieut.-General Sir Philip Chetwode, Bart., K.C.B., K.C.M.G., D.S.O.; Major-General T. T. Pitman, C.B., C.M.G.; Lieut.-Colonel Sir Arthur Leetham, K.C.V.O., C.M.G.; Colonel R. J. P. Anderson, C.M.G., D.S.O.; Captain R. H. O. Hanbury, M.C., 15th/19th Hussars.

1. Lieut.-General Sir Philip Chetwode proposed, and Major-General T. T. Pitman seconded, that a cordial vote of thanks be accorded to Field Marshal Earl Haig for having undertaken since 1919 the Chairmanship of the Committee, which was carried unanimously.

2. The Minutes of the last Meeting were read and signed.

3. The Statement of Accounts for the year was examined and passed, and considered as most satisfactory, and the Managing Editor undertook to circulate forthwith copies of these accounts to the Commanding Officers of Cavalry Corps.

4. The question of reducing the subscription from £1 to 10s. was discussed. It was shown that it was very problematical whether there would be a balance credit at the end of the year's working on a 10s. basis. The Committee, therefore, decided that the subscription to the JOURNAL should be £1, as heretofore.

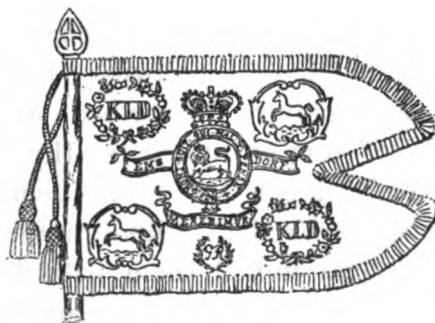
5. The Managing Editor reported that tenders had been sent out to some nine firms of printers for printing the JOURNAL. It was left to Major-General T. T. Pitman and Lieut.-Colonel Sir Arthur Leetham to accept such tender as they thought most advisable.

6. A vote of thanks to the following voluntary contributors during the past year, who were not on the staff of the JOURNAL, was proposed by Captain R. H. O. Hanbury and seconded by Lieut.-Colonel R. J. P. Anderson, C.M.G., D.S.O., and carried unanimously :—

Lieut.-General Sir Robert Baden-Powell, Bart., K.C.B., G.C.V.O.; Air Vice-Marshal Sir Sefton Brancker, K.C.B., A.F.C.; Brig.-General A. G. Seymour, D.S.O., M.V.O.; Colonel F. H. Stapleton, C.M.G.; Colonel J. F. C. Fuller, D.S.O.; Colonel Aubrey Smith, C.M.G.; Lieut.-Colonel F. H. D. C. Whitmore, C.M.G., D.S.O., T.D., late Essex Yeomanry, T.A.; Lieut.-Colonel C. H. F. Thompson, D.S.O., O.B.E., T.D., late 5th London Regt., T.A.; Lieut.-Colonel T. P. Melvill, D.S.O., 17th/21st Lancers; Lieut.-Colonel H. V. S. Charrington, M.C., 12th Lancers; Major Ardern Beaman, D.S.O.; Major E. G. Hume, 18th K.E.O. Cavalry; Major T. M. Carpendale, 3rd Cavalry; Major T. Preston, M.C., Yorkshire Hussars, T.A.; Major J. H. F. Pain, D.S.O., M.C., Australian Staff Corps; Major T. Lishman, late R.A.V.C.; Major R. W. W. Grimshaw, late Poona Horse; Major J. Godman, 15th/19th Hussars; Major the Hon. R. A. Addington, 8th K.G.O. Light Cavalry; Major H. G. Parkyn, O.B.E., Rifle Brigade; Captain C. H. Shaw, late 15th/19th Hussars; Major J. G. W. Clarke, M.C., 16th/5th Lancers; Captain H. A. Jaffray, 11th Hussars; Captain W. M. Codrington, late 16th/5th Lancers; Captain W. K. Fraser Tytler, M.C., 12th Cavalry; Captain Reginald Healy, late Dorset Yeomanry; Lieutenant W. H. Buckley, 5th/6th Dragoons; F. J. Huddleston, Esq., C.B.E.; Colin West, Esq.; Harry Payne, Esq.

7. It was proposed by Major-General T. T. Pitman and

seconded by Lieut.-General Sir Philip Chetwode, that a vote of thanks be accorded to Field-Marshal Viscount Allenby for presiding at this meeting, and consenting to become Chairman of the Committee. Lord Allenby, in reply, stated that his interests in the Cavalry were just as keen as ever, and he was fully convinced that the days of Cavalry were far from being over; indeed, he thought the introduction of mechanical contrivances made the need for Cavalry still more urgent.



*FREDERICK THE GREAT'S CAVALRY*

By MAJOR OSKAR TEICHMAN, D.S.O., M.C.

WHEN Frederick II. of Prussia, surnamed 'The Great,' came to the throne in 1740, he found himself in possession of an Army of over 80,000 men, the best drilled and disciplined force in Europe, bequeathed to him by his father, Frederick William I. During the first Silesian War, however, he soon discovered that his cavalry, though meticulous in their movements on the parade ground, were deficient in initiative and mobility. At the battle of Mollwitz (1741) the Prussian Cavalry, under Schulenburg, described as 'an officer of pipeclay and parade,' was no match for the Austrian Cavalry under Romer; the Prussian squadrons being literally swept off the field. Luckily, Frederick had previously detached a few squadrons and had mixed them with two battalions of Grenadiers (following the example of Gustavus Adolphus at Lutzen), interspersing the infantry between the squadrons. The Austrian Cavalry charged again and again: then was seen the advantage of the iron ramrods (recently introduced) and of the perfect discipline which had been impressed on the Prussian troops by Frederick William. The Grenadier battalions which had been mixed with cavalry stood their ground, and eventually, aided by the horse, advanced and attacked the Austrian infantry, which gradually melted away. Romer was killed, and his cavalry repulsed, after repeated onslaughts. It was during the latter part of this year (1741) that the name of the future light cavalry leader, Ziethen, became known. He distinguished himself in a series of small cavalry

affairs, and was promoted lieutenant-colonel at 42 years of age. Carlyle describes him as a 'big-headed, thick lipped, decidedly ugly little man.'

At the battle of Chotusitz (1742), the Prussian Dragoons, led by Bredow, charged successfully through the Austrians, but were for the moment checked by the second line: a regiment of hussars in green uniform were then ordered to reinforce the dragoons; the latter did not recognise the uniform, and thinking that they were being attacked in rear by the Austrian Cavalry, fled in panic. Meanwhile, the Austrian Infantry had partly captured the village of Chotusitz, but their cavalry, instead of charging the Prussian flank, galloped off to plunder the latter's camp. The Prussian Cavalry, after being rallied, charged *en masse* and turned defeat into victory. Had not the Austrian Cavalry been lured away by their desire for plunder, Frederick would probably have lost this battle. Thus ended the first Silesian War: the first battle had been won by Frederick's Grenadiers, in the second, the cavalry had only been victorious owing to the greed of their opponents.

During the two years which elapsed between the two Silesian Wars, Frederick thoroughly reorganised his cavalry, and at Jagerndorf (1745), Ziethen, the famous light cavalry leader, was able to demonstrate the results of the former's labours: with only 500 Hussars, he cut his way through masses of Austrian Irregular Cavalry, and thus enabled a Brandenburg Corps to join the King.

About a month after Maurice de Saxe's victory at Fontenoy (in which the Prussians were not involved) was fought the battle of Hohenfriedburg (June, 1745), when Frederick's Cavalry again showed the successful results of his training, Ziethen with his Light Cavalry, and Gessler's Dragoons, showed great initiative and dash, completely routing the Austro-Saxon Army. Two months later, at the Battle of Sohr, Frederick had again to congratulate himself

on his efficient Cavalry Corps, which dealt the Austrian Army its *coup de grâce*.

After the victory at Kesseldorf, the second Silesian War came to an end (December, 1745), Saxony making peace and Austria agreeing at last to resign all claims to Silesia : then followed a period of ten years' peace (1746–1756).

Frederick, however, fully realising that Maria Theresa would never forgive the conqueror of Silesia, continued to strengthen his army and lay up treasure year by year. He studied tactical problems with great assiduity and caused them to be worked out in practice during the autumn manœuvres.

In 1726, Frederick William I. had issued the 'Regulations for the Prussian Cavalry': in 1755, Frederick the Great published a modern edition of this work, after dictating the contents word by word. In spite of the instructions contained therein 'of preserving these regulations with care and secrecy,' and making commanding officers personally responsible for copies belonging to officers who had been killed, a volume found its way to England : this was translated (probably, by Captain Faucit of the Guards, who also translated 'The King of Prussia Regulations' for the discipline of his Army) and published in 1757, being dedicated to the Earl of Albemarle, Major General and Colonel of the King's Own Regiment of Dragoons. The copy which the author possesses contains the following inscription on the fly leaf :—

'Cook Otway—Captn. in the 1st Horse—Dublin Barrack—2 Aug. 1760.'

This book is divided into four parts :

- (1) Regulations for the Horse.
- (2)       "       "       Dragoons.
- (3)       "       "       Hussars.
- (4)       "       "       Cavalry in general

1. A Regiment of Horse was composed of five Squadrons, divided into ten troops, the total effective strength of officers and other ranks being 848. In addition to the commissioned combatant officers (colonel, lieut.-colonel, major, four captains, 20 lieutenants and five cornets), there were twenty-six 'inferior staff officers, which included two adjutants, quartermaster, chaplain, solicitor, surgeon, five surgeon's mates, riding master, trumpet major, kettle drummer, ten farriers, saddler and provost.'

2. A Regiment of Dragoons had a similar establishment (total 851), but for some reason contained only five farriers, and, in addition, four hautboys.

3. A Regiment of Hussars was a much larger unit, consisting of ten squadrons, the total effective strength being 1,172. The commissioned officers included colonel, lieut.-colonel, major, nine captains, fourteen lieutenants, and ten cornets. Although such a large unit, a regiment of Hussars apparently had no use for adjutants, riding master, chaplain, solicitor, saddler and provost; the inferior staff officers consisting of quartermaster, surgeon-major, ten surgeons, ten farriers, two gunsmiths and two stock-makers.

One curious anomaly is to be found in the 'Monthly Pay of a Regiment of Horse, Dragoons and Hussars.' A colonel of Hussars, although commanding a very much larger unit, was in receipt of a much lower rate of pay than an officer commanding a Horse or Dragoon regiment: this discrepancy was mainly due to the fact that the latter officers received a monthly *douceur* of 128 dollars, while the Hussar colonel only received twenty-three dollars.

All officers above the rank of lieutenant received fixed amounts 'for the arms, for repair of clothing and accoutrements, and for medicines for the horses,' in addition to their pay.

After dealing with special regulations and drill applicable to each of the three Cavalry units, Frederick lays down, in Part 4, the regulations for Cavalry in general; these include

field duty, garrison duty, care of the horses, care of the sick, clothing regulations, recruiting and discipline: the latter was very severe; even in peace time a soldier was shot for desertion, or for contradicting an officer or N.C.O. when on active service. For minor offences such as 'beating a boor,' gaming, being drunk on parade, or not wearing uniform when on leave, a soldier was sentenced to run the gantelope. The offender had to run through two ranks of men armed with sticks, 'the major riding up and down to see that the men lay on properly.' The number of times the culprit had to run through the ranks was governed by the seriousness of the offence; it varied from one to twenty times, 200 men being always employed to mete out the punishment.

One curious name appears on the establishment of Horse and Dragoon Regiments—the solicitor; the duties of this individual were somewhat varied, and a few of them are described below.

Each solicitor shall attend the waggons of his respective regiments and keep them always in regular succession: he shall be under the orders of the waggonmaster general.

If when the baggage is attacked, a waggoner should dare to drive away, the solicitor shall immediately shoot him through the head.

The solicitor shall regulate the weights and measures, as also the price of beer and flesh meat . . . so that the sutlers may be able to subsist by it, and the soldiers not be oppressed.

This legal gentleman was also responsible for the exclusion of undesirable ladies from camp, and for the swearing in of recruits.

Leave was very sparingly given, only two officers per regiment being allowed away at the same time.

The book ends with the following platitude:

'His Majesty is graciously pleased to assure himself that none of his officers will neglect, and much less

disobey, any orders given in these Regulations, but, on the contrary, that they will attend to their duty with alacrity and diligence, by doing which, every officer will recommend himself highly to him, and may depend upon his peculiar favours and protection.'

*The Seven Years' War.*

On May 1, 1756, the Treaty of Versailles, between France and Austria, was signed: about a month previously, Prussia had concluded an alliance with England. Meanwhile Russia had proposed to Austria a plan for the partition of the Prussian Monarchy. Frederick, aware of this plan, and hearing that the Austrians were forming great camps in Bohemia and Moravia, and that Russia was mobilising, determined to precipitate the crisis and attack his enemies while they were still unprepared. Events moved quickly, and by the end of the year Frederick had defeated an Austro-Saxon force, and had actually incorporated the latter in his own army.

At the battle of Prague (May 6, 1757) the Austrian Army was encamped on the heights a few miles north-east of that city. On one side of the position was a chain of fish ponds, which at that time of year contained little water, but being covered with weed, presented a vivid green appearance. Staffs in those days had no large scale maps, and Frederick and his generals appear to have been ignorant of the ground on which they were about to fight an important battle; they also lacked that priceless gift, 'the eye for a country.' It was decided to attack on the Austrian flank, over what were apparently 'rich green meadows.' A little later, the Prussian Infantry found themselves knee deep in the swamp and under heavy fire from the Austrians. Ziethen, however, with his Hussars, realising the nature of the ground as the advance commenced, circumvented the fish ponds and meeting the Austrian Cavalry put them to flight. Meanwhile the Grenadiers

had forced their way through the swamp with indomitable courage and heavy losses, eventually cutting off 16,000 Austrians from the main Army : now was the chance for the Prussian Hussars to charge their fugitives ; but, unfortunately while in pursuit of the flying Austrian Cavalry, the Prussians had found plunder and drink. ' Your Majesty, I cannot rank a hundred of them sober,' said Ziethen, with a face of shame. The 16,000 Austrians escaped, but the main Army was shut up in Prague, whence it could not escape. No doubt, many a gay Hussar, flushed by the victorious charge, and subsequently overcome by the fumes of the strong Bohemian wine, paid the extreme penalty on that day ; such a contingency was allowed for in the ' Regulations for the Prussian Cavalry,' and Frederick was not the man to forgive the loss of 16,000 Austrians.

A medal was struck to commemorate the battle of Prague : on one side a portrait of Frederick with superscription, and on the reverse a symbolical figure of Maria Theresa, kneeling before a triumphant goddess of war. Beneath is the following inscription :—

AUSTIR. EXERC : PROPE. PRAG. EUNDIT.

CÆSOET PRAGA OBSESSA

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On June 8, 1757, was fought the battle of Kollin, which taught Frederick that he was not invincible. At the commencement of the battle, Ziethen's Horse distinguished themselves by chasing some Austrian Cavalry from the field, but in doing so they were taken in flank by the enemy's Artillery, and were held up ; they had no guns with which to reply, for horse artillery was not yet invented. 10,000 Cavalry, after an initial success, was checked for want of guns. Subsequently, owing to mistaken orders, Frederick's Army became broken up into small bodies attacking disjointedly all along the line, instead of being massed on the point where most impression could be made. The Prussians fought well, but

were overcome by numbers, several regiments being almost annihilated. Yet the unequal struggle was long maintained; and at one time the issue seemed so doubtful that the Austrian Commander had actually given the order to retreat, when a brilliant episode turned the scale in his favour. There were three Saxon Cavalry Regiments in the Austrian Army, which were absent in Poland in 1756, and had thus escaped incorporation in Frederick's Army. Lieutenant-Colonel Benkendorf, the Commander of one of these regiments, without waiting for orders, charged furiously into the shattered Prussian Battalions. As the Saxons charged, they sabred the infantry, crying 'This is for Striegau!' (the Saxon name for the battle of Hohenfriedburg, 1745). The attack was followed by the other two Saxon and some Austrian Cavalry regiments, and the rout became general. The battle was lost and Frederick was compelled to raise the siege of Prague. Five months later, Frederick's military genius, aided by Seidlitz's brilliant handling of the Prussian Cavalry, won him the great victory of Rossbach (November 5, 1757). Frederick's Army was only about 22,000 strong, whereas the hostile force numbered nearly 60,000: of these, two-thirds were French, the remainder consisting of troops of the Empire and Austrian units.

At 11 a.m. the Prussian Army was near Rossbach, and the enemy was advancing on that position from the east; a few miles north-east lay two small hills called the Janusberg and Polzenburg. Leaving a few regiments of Irregular Cavalry to amuse the enemy, Frederick very rapidly marched his Army north-eastwards, his movements being soon concealed by the two low hills. The enemy however, fearing lest the Prussian Army should escape, rushed forward in disorderly haste, and by 3 p.m., in two parallel columns, 7,000 Cavalry at the trot, followed by infantry at the double, advanced towards the southern side of the Janusberg and Polzenburg. Seidlitz with 38 squadrons (about 4,000 sabres) had some

Hussar pickets on the top of the latter to give him due notice. Seeing the moment favourable, without waiting for orders, being now fairly on the enemy's flank, he plunged down upon them, 'compact as a wall and with incredible velocity.' Four times did Seidlitz's squadrons go through the enemy, the Cavalry being sabred as they fled, to fight no more that day.

Seidlitz then withdrew southwards and concealed his force in a hollow, and awaited developments.

Frederick now emerged over the Janusberg 'in a highly thunderous manner,' and as the French Infantry reeled under his blows, Seidlitz rushed out of his hollow and, attacking the enemy in rear, completed the *débâcle*. Thus ended the battle of Rossbach, with its far-reaching results. Seidlitz had shown himself a born Cavalry leader, and of his actions that day, not the least important was his retirement to the hollow to reorganise his ranks, and his subsequent charge at the psychological moment. Only about half the Prussian force was involved in this battle—4,000 Cavalry, 7,000 Infantry, and a few guns had defeated 60,000 men. It was essentially a Cavalry battle.

A medal struck to commemorate this battle bears on one side an equestrian figure of Frederick, and on the reverse, a spirited picture of the Cavalry charge: above are the words *QUO NIHIL MAJUS*, and below, *ROSBACH, November 5, 1757*.

On December 5, Frederick won the battle of Leuthen and by the end of the year (1757) was in possession of the whole of Silesia. Towards the end of that day, when the issue of the battle was still uncertain, Lucchesi, commanding the Austrian Cavalry, led a charge on the exposed Prussian left. But Frederick, who was aware of this weak spot, had ordered Driesen with his Cavalry to watch this flank: the latter kept his squadrons concealed in a convenient hollow until the Austrian Horse had passed him, and then 'thundered down

upon their rear.' Lucchesi was killed in the charge, the Austrian Army became a mass of fugitives, and the battle was won.

In 1758 Frederick wrote another book, which was translated and published in London in 1762. The following is the title: 'Military Instructions written by the King of Prussia for the Generals of his Army: being His Majesty's own commentaries on his former campaigns. Together with short instructions for the use of his Light Troops.' This book is illustrated with copper plates, and the translator in his preface makes the following interesting remarks on the original work:

'The Prussian Army being obliged to act in separate Corps, and it being impossible for the King to command in person more than one of these, His Majesty sketched out the instructions which form this volume, for the use of those Generals who should be entrusted with the command of the detached parts of his army. These instructions were delivered in MSS. to each of his general officers, with strict orders to preserve them carefully, and to refer to them in all cases of doubt, when it was impossible to consult the King. By what means they have transpired, is of no importance to an English reader. If he understands his subject, he will entertain no doubt of their authenticity. Whether they came into the world under the sanction of the law, or whether they may be considered as illegitimate, it matters not. A man's child is no less his offspring, because its mother was a whore.'

The first part of the book, 'Instructions to his Generals,' deals with morale, preventing the desertion of foreign enlisted troops, supplies, stratagem, spies, precautions in retreating against Hussars and Pandours, knowledge of a country, glance of an eye, etc.: at the commencement of the chapter, dealing with the latter, it is stated that 'the Military glance of

the eye may be reduced to two particulars. The first comprehends the talent of judging at one view what number of troops a piece of ground will contain: this can only be acquired by practice . . . . The other talent, which is of a superior nature, consists in conceiving at first sight every possible advantage which the ground will afford. This talent may be acquired and carried to a great degree of perfection by those who are born with a happy genius for the art of war. Frederick, in commenting on his former campaigns, describes the stratagems which he employed in most of the battles already detailed in this article.

The second part of the book, 'Instructions for the Use of Light Troops,' deals entirely with the duties of Hussars in the field. The conduct of the C.O., Squadron leader, subaltern, N.C.O. and Hussar, in the attack, is given in detail; the spirited encouragement given to the Hussar has quite the flavour of Suvoroff's rhetoric (*see R.A.M.C. Journal*, February, 1925).

After describing 'advance guards, patrols, Hussars *v.* Cavalry or Dragoons, military deception, manner of reporting,' etc., etc., the book concludes with a chapter on the management of horses.

At the commencement of the battle of Zorndorf (August 25, 1758), the Russians (some 60,000 strong) had retired from the burning village of that name, and had taken up a position in a roughly quadrilateral formation behind it. West of this position were the impassable swamps of Zabern. Frederick (about 32,000 strong) advancing from the south, marched his Army on either side of the burning village, having the south-western angle of the enemy's position as his objective. There was, therefore, for a time, a considerable gap between the two divisions: the left hand of these, under Manteufel, being somewhat in advance and well supported by its artillery, gallantly attacked the enemy; but the right hand having not come up, the Russians saw the gap, and poured a mass

of Cossacks and Infantry into it and Manteufel's flank, whose division now appeared to be in danger of complete annihilation. But once again Frederick was saved by his Cavalry. The astute Siedlitz had meanwhile found his way across the Zabern swamps, and at the psychological moment charged impetuously with 5,000 Cavalry into the flank of the Russian attack. The Russian advance was destroyed, and into the gap which it had caused in their quadrilateral poured Seidlitz and his Dragoons, followed by the remains of Manteufel's division. In a few minutes the Cossacks were in flight, and the Russian Infantry were being sabred as they stood.

Meanwhile the Prussian right had reached the Russian left front, and again the latter opened to allow a mass of regular Cavalry (which had not yet been involved) to charge the Prussian Artillery and Infantry. Several batteries and a whole battalion were captured, and the whole front was thrown into confusion. Once again the battle appeared to be lost, when Seidlitz, having reorganised his Cavalry, suddenly appearing with 60 squadrons, charged the enemy Cavalry in flank, completely destroying them and recapturing the guns and infantry. Seidlitz by his brilliant Cavalry handling undoubtedly saved Frederick's army from a *débâcle*, and enabled him to win the bloodiest battle of the Seven Years' War.

On October 14, 1758, took place the disastrous (to Frederick) battle of Hochkirch. On the previous night, Frederick, never guessing the ruse which the Austrians (who were known to be close at hand) were about to carry out, gave orders for the Cavalry to offsaddle and for the Infantry to pitch their tents. The brilliant and cautious Ziethen, however, disobeying orders, stood to arms with horses saddled. At 5 a.m. when the Prussian Infantry awoke to find themselves attacked on all sides, Ziethen and his Hussars managed to keep one side of the position clear. Frederick had on this

occasion completely disregarded one of his orders (Article IX. in 'Instructions to his Generals') which describes 'In what manner to secure your camp when you are very near the enemy,' but the born Cavalry leader was not to be caught napping.

On August 1, 1759, took place the battle of Minden, when Ferdinand of Brunswick, magnificently assisted by English and Hanoverian Infantry, defeated the French. Had the English Cavalry been commanded by a Seidlitz or a Ziethen, they would have destroyed the enemy, but Lord George Sackville failed to attack when ordered, and the French Army retreated in good order, beaten but not annihilated.

Ten days later, at the Battle of Kunersdorf, the headstrong Frederick, after routing the Russians, although implored by Seidlitz and other Generals to rest content with his success so far, insisted on destroying the enemy in spite of the exhaustion of his troops. The remains of the Russian Army, reinforced by Austrians, had made a last desperate stand on the Spitzberg Hill, and it was against these that Frederick hurled his jaded troops, only to be driven down again by case shot from Loudon's guns. Frederick, in desperation, ordered Seidlitz to capture the hill with his Cavalry, crying, 'You saved us at Zorndorf.' The brave leader charged uphill into the enemy's flank, but the artillery fire was appalling; Seidlitz was borne away wounded and the remnants of his Cavalry were hurled far back. On that day Frederick had three horses shot under him, and towards the end of the disastrous battle was rescued, in the nick of time, from wild swarms of Cossacks by a small detachment of Ziethen's Hussars.

In 1760 were fought the battles of Liegnitz and Torgau (during which Frederick was wounded), both victories, but barren in result. During the next two years the war languished and finally came to an end.

In 1785 Frederick caught a chill while attending manœuvres in the pouring rain, and died the following year. Although, at the commencement of his reign, the Prussian Cavalry was only fit for the parade ground, by the end of the Seven Years' War he and his generals had contrived to make it the finest mounted corps in Europe.

References: Carlyle's 'Frederick the Great,' Jomini, Brackenbury, Longman, etc.



*SPORT IN MOROCCO 25 YEARS AGO*

By MAJOR THE HON. F. A. NICOLSON, M.C., *late 15th Hussars*

A SHORT time ago I read a most interesting article in the CAVALRY JOURNAL on Sport in Morocco, by Capt. W. M. Codrington, M.C.

His article set me thinking; for I knew Morocco well in the old days, a quarter of a century ago; as I lived in Tangier for nine years, from 1894 until 1903.

In those days Morocco was quiet and peaceful, although internal trouble did break out about 1902, which eventually developed into open revolt.

In 1900, however, the Sultan Abdul Aziz was firm on the throne, and an Englishman, if he was a sportsman, and respected the religious prejudices of the Moors, could travel nearly the whole length and breadth of the land, and enjoy to the full the excellent sport the country offered.

There were several quite good hotels, a hospitable and sport-loving British community, and the sport offered consisted of pigsticking, various kinds of small game shooting, coursing, and polo (rather indifferent at that time), but all very cheap, for a good pony could be obtained for about £12, and wages and forage were all very low.

A short ride from Tangier would take you to Shaaf-al-Akab, the main camp from where the best pigsticking was obtained.

The pigsticking here was as good as in the Ganges Kadir. The pig were of the large black variety, and a boar of thirty-five inches was not at all uncommon. But boar of even a

larger size were often killed, and I think that there are numerous records of forty inches and over. As far as I remember, the pig were never weighed; but they were always big and heavy, because there was plenty for them to feed upon. They never fought with the same ferocity as the lean grey boar of India, but, when cornered, they could give a pretty good account of themselves, and would charge home.

I think that on the whole the country was more difficult to ride over than either the Jumna or Ganges Kadir.

The pig, for the most part, lived in a large forest of cork trees, and when driven from the trees their next point was a large marsh, a gallop of about a mile across the open. As a rule the pig were killed in the marsh, amongst the reeds. There were numerous other beats, but the going was bad over rocks and thorn scrub, but there were stretches of good going; I have memories of a fine boar taking to the beach, and, after a gallop over hard sand, turning to fight with his back to the sea, and dying just where the waves broke.

Some parts of the country were, however, quite unrideable, and in these districts the pig were shot. This action was forced upon the Tent Club, otherwise the villagers would have exterminated the pig, as they were only preserved by the goodwill of the peasants.

The Tent Club was run on Indian lines, and the Hon. Sec. was Lt.-Col. Mansell-Pleydell, late of the 12th Lancers. He gave up the whole of his time to running the Tent Club, and nobody could have done it better.

The spears came from the Diplomatic Corps, chiefly British and American; a few British residents; some officers, Naval and Military, from Gibraltar, and sometimes visitors from England. Everyone rode the local barb, at most fifteen hands: these barbs were fairly handy and on the whole staunch, but could not compare to even a fairly good pigsticker in India. A moderate waler would have been in a class by himself, in Morocco of those days.

The beaters were the local tribesmen, all very keen, and all armed with rifles; their shout 'Haloof! Haloof!' sounded just as sweet as 'Soor! Soor!'

The only trouble was, that in moments of excitement, they were inclined to open fire on the boar with ball ammunition.

As far as I can remember, there used to be a Tent Club meeting once or twice a month throughout the year, lasting three days. Six or seven spears, and on an average three or four pig killed a day. The Tangier Tent Club killed sows. This had to be done, otherwise the peasants would have slaughtered them.

It was easy to obtain good duck and snipe shooting. The 'Senior Naval Officer's Marsh' near Tetuan was famous, and would compare most favourably with the best jheels in India. It swarmed with duck and snipe. The Navy rather looked upon it as their own preserve, but with a certain amount of tact anybody could shoot there, without any offence to the Mediterranean Fleet, or the inhabitants.

A camp pitched in a convenient centre, and five guns could enjoy three days' shooting as good as would be obtained in most parts of India.

Round about Tangier the country swarmed with hares, and a pack of long dogs gave splendid sport. Although the going was very good, there were nullahs, small hedges, banks, and enough pitfalls to make it exciting. At certain seasons of the year the quail-shooting was first rate, and by moving camp day by day it was possible to spend some time shooting, and to obtain big bags.

The Moors themselves were very keen at hawking, and I gather were past masters in the art. I individually could never understand it, and was always rather bored, for as far as I can remember we always appeared to hang about for hours and do nothing. But I am told the hawks were very well trained.

But there were two essential features which made Morocco

such an ideal sporting country. I am told that these features still exist.

First of all, the climate is almost ideal. Although a Mediterranean country, and therefore blest with very long spells of sunshine, the cool winds from the Atlantic blow across the land; in consequence in the vicinity of Tangier it is never too hot, and even in mid-August it is possible to camp out without suffering any very great discomfort. During December, although there is a distinct nip in the air, it is never too cold, and camp life is enjoyable.

But what was perhaps even more important, the natives were all sportsmen to the backbone. They were sturdy, independent and cheerful, and above all friendly. When acting as beaters, they never considered they were 'coolies,' but looked upon themselves as fellow sportsmen, and expected to be treated as such. The local country gentlemen were hospitable and friendly, but they naturally expected to be treated with courtesy. It was quite easy to meet the Moors on terms of equality. In 1900 they had not been educated up to the 'inferiority complex' of the Egyptians or other Orientals, and they had none of the caste prejudices of the Indian. (I gather they are still quite unspoilt.)

Camp-life used to be very pleasant in Morocco. In the days of which I write there were no roads of any sort throughout the length and breadth of the land, and everything had to be carried on packs, horses, mules or donkeys. The Moors were very good at loading packs, provided that they were allowed to do it their own way; but they were bad horse masters, and the condition of some of their pack animals was shocking.

The Moorish servant, I venture to state, was one of the best in the world. He was loyal and hard working; he could produce just as good a dinner as the Indian servant, under the most depressing circumstances and with little or no material, and, above all, he was not hampered by caste.

I have never been into the Riff country, but have camped at the edge of it. The Riff tribesmen used often to come into Tangier. A Riff could never be mistaken, dressed in a brown *jelab*, with a small turban of brown string, and a lock of hair kept long. He was always well armed. The men were well set up, strongly made, and looked, as they have proved to be, the very finest fighting material. The Riff is not very dark, in fact I should say considerably fairer than the average Spaniard. Their women folk, although I have never seen them, I have been told are fair and very handsome. I would like to believe they come of Nordic stock, but I believe this is not the case; at any rate, they are a very interesting race.

What the future of the Tangier Zone and Morocco is to be it is hard to say. But the time cannot be far distant when the country will settle down.

There must be many ex-Cavalry officers who find that, with reduced incomes, it is very difficult to live in England and lead the open air life to which they have been accustomed. I feel that near Tangier they might find the home they desire.

In and about Tangier it is possible to produce the most splendid gardens; the rainfall, although not capricious, is abundant, and new potatoes, tomatoes, green peas, etc., can be grown in the winter.

I have said nothing about other sports obtainable at Tangier, but tennis and cricket can be played all the year round. There is a race-course, and I believe golf links. The deep sea fishing, for those not inclined to seasickness, is excellent.

I gather that if Englishmen were to settle in the Zone, they would eventually be enabled to take a considerable part in the administration, and thus this most delectable spot would become, as it deserves to be, one of the pleasantest places in the world.

**THE 31<sup>ST</sup> DUKE OF CONNAUGHT'S OWN LANCERS,  
1817-1923**

By COLONEL A. CAMPBELL-ROSS, D.S.O., 13<sup>th</sup> D.C.O.  
*Lancers, I.A.*

THE 31<sup>st</sup> D.C.O. Lancers, with its sister regiment the 32<sup>nd</sup> Lancers, were the last of the Indian Cavalry regiments to lose their old individuality and are now merged into what is known as the 18<sup>th</sup> Duke of Connaught's Own Bombay Lancers.

The 31<sup>st</sup> Lancers was raised in November, 1817, at Beerah, by Lieut.-Colonel Barclay. It was the seventh senior regiment of Indian Cavalry, and, during its individual existence, it changed several times not only its composition, but also its name, as the following will show :—

In 1817. The 1<sup>st</sup> Regiment of Bombay Light Cavalry.

In 1842. The 1<sup>st</sup> Regiment of Bombay Light Cavalry  
(Lancers).

In 1861. The 1<sup>st</sup> Regiment of Bombay Silladar Light  
Cavalry.

In 1862. The 1<sup>st</sup> Regiment of Bombay Light Cavalry.

In 1880. The 1<sup>st</sup> Bombay Lancers.

In 1890. The 1<sup>st</sup> (Duke of Connaught's Own) Bombay  
Lancers.

In 1903. The 31<sup>st</sup> Duke of Connaught's Own Lancers.

The Regiment was formed on the 5<sup>th</sup> November, 1817, from the first of two existing troops of Bombay Cavalry, the second troop being formed into the 32<sup>nd</sup> Lancers. The regiment received its first instruction from the 17<sup>th</sup> (D.C.O.) Lancers.

In the early days Hindus and Mohammedans of Hindustan were enlisted, but, as time went on, recruitment took place farther and farther North until, in 1883, Sikhs and Pathans made their appearance in the ranks.

For many years the 31st Lancers was the only Indian Cavalry regiment to enlist Mahrattas, a full squadron of whom existed prior to the amalgamation with the 32nd Lancers. Mahrattas are not included in the new organisation of Indian Cavalry and thus the last trace of the old Mahratta Horse has disappeared. These men first came into the regiment in 1862, as drafts from the Mahratta Horse. Other regiments enlisting them had great difficulty in recruiting because the Silladar system did not suit Mahratta characteristics. Mahrattas are very much attached to their homes and do not readily enlist in the Army unless constrained to do so by lack of funds. They were thus obviously unable to produce the 'Assami,' necessary under the Silladar system, and consequently usually went to Infantry. The 31st Lancers, however, continued to enlist them when other regiments ceased to do so, by means of a Mahratta fund which produced Assami money for recruits, on loan, when necessary.

The history of the regiment up to the war of 1914-1918 may be conveniently divided up into two periods—that is, up to the introduction of the Silladar system and afterwards.

The first Standards were presented to the regiment by Colonel Barclay and are carefully preserved in the Officers' Mess. Until quite recently (*i.e.*, 1918) recruits were 'sworn in' while holding the fringe of the first squadron Standard in their right hand. This Standard—a blue one—was known as the 'Kala Baba,' and a superstition existed in early days that its presence in battle always brought success to the regimental arms.

It was not long before the newly-raised corps saw active service, for in February, 1819, it joined a 'field detachment' at Kutch under Sir William Grant Kar and received its



1st BOMBAY LIGHT CAVALRY, 1817.



31st D.C.O. LANCERS, 1903.



1st REGT. OF BOMBAY LIGHT CAVALRY (LANCERS), 1842.

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'baptism of fire' at the escalade of Boojcah on March 26 of that year. During the following seven years the 1st Bombay Cavalry was constantly in the field and was present at most of the engagements in Kathiawar, Gujerat, and the borders of Scinde.

While at Deesa in June, 1824, the strength was augmented by the addition of a fourth squadron, which, however, had a short existence and was disbanded five years later, when the normal strength of the Indian Cavalry was fixed at three squadrons.

During the ensuing ten years the regiment saw service in April, 1830, when assisting at the capture of Akal Kote with the Sholapur Field Force, and again later in 1835, when, as part of the Myheekanta Field Force, it took part in the capture of Runsipore. On November 14, 1838, the regiment concentrated at Rajkote, and joined the 'Corps d'Armée' under H.E. Sir John Keane a few days later. It served throughout the campaign in Afghanistan and was present at the capture of Ghuznee, July 21 to 23, 1839, and took part in the pursuit of the beaten enemy on the last day. From Ghuznee the regiment marched to Kabul, finally returning to Deesa on May 31, 1840, having gained for its standards their first battle honours of 'Ghuznee' and 'Afghanistan.'

Eight years later the 1st Bombay Cavalry participated in the Mooltan campaign with the Bombay Division, and the whole regiment was present at the surrender of the fortress on June 22, 1849. Here it remained, as part of the garrison of Mooltan, until it joined the Rajputana Field Force at Nasirabad in 1850. The further battle honour of 'Punjab' and 'Mooltan' were thus added to the standards.

The outbreak of the Indian Mutiny in May, 1857, found the regiment stationed at Nasirabad. The widespread dissatisfaction which caused the mutiny had no counterpart in the 1st Bombay Lancers. The men, though appealed to by their comrades in the disloyal Artillery and Infantry at Nasirabad,

refused to mutiny and, falling in under their officers, gallantly followed them in an attack upon the mutineers, who had drawn up their guns inside the station racquet court. The charge, though scattering the rebel Infantry, did not, unfortunately, succeed in capturing the guns and after sustaining losses, including two British officers, the regiment was ordered to withdraw and act as escort to all the European and non-combatant families, who were despatched to Beawar.

In July, 1857, the fourth squadron again made its appearance. From this date until 1860, when it was reorganised on the Silladar system, the regiment took part in all the operations of the 'Central India' and Rajputana campaign. The regiment was specially mentioned for the part it played on June 17, 18 and 19, 1859, before the fortress of Gwalior.

It was not till 1866 that the regiment was called upon to take the field in its new organisation, when it operated against the Wagheer outlaws in Kathiawar.

On April 17, 1878, after a period of comparative inactivity the regiment received orders to hold itself in readiness for immediate embarkation on foreign service, no further details being given. It embarked at Bombay on May 1 and 2 and twenty-four days later disembarked at Malta. This strange move was necessitated by the situation in the Near East, which had constrained Lord Beaconsfield to show Russia that Great Britain had military resources other than those in Europe. Hence the appearance of this small expeditionary force from India. The stay in Malta was brief. The 1st Bombay Light Cavalry was soon transferred to the Island of Cyprus, remaining there until its return to Bombay, where it disembarked on September 21, 1878.

Garrison duty occupied the following five years, with the exception that one squadron of the regiment participated in the Zhob Valley operations of 1884, against the Kakars. The regiment next saw service during the campaign in Burma, for which it had the good fortune to be selected. It arrived in

Rangoon in October, 1885, and was towed up the Irrawaddy in river flats to Ningyan. It was then split up into numerous detachments, which were continuously engaged for about eighteen months, until the return of the regiment to Deesa in 1888. The battle honour of 'Burma, 1885-87' was awarded for these operations.

When Osman Digna raised his standard in the Soudan a mixed Brigade, under Brigadier General Egerton, C.B., left India to assist in the reconquest of the Soudan. The 1st D.C.O. Bombay Lancers was included in this force and sailed for Suakim in May, 1896. Osman Digna failed to put in an appearance in that neighbourhood and so the regiment returned to India at the end of the same year. This ended the active service of the 1st D.C.O. Bombay Lancers before the Great War of 1914-18.

The late War found the 31st D.C.O. Lancers stationed at Kohat, which, being a 'frontier' post requiring troops conversant with the frontier conditions and hill warfare, was one of the reasons mitigating against the regiment's chances of being sent overseas to another theatre of war. It shared, therefore, the disappointment of certain other Indian Cavalry regiments similarly situated in not seeing service outside India. The regiment was fully occupied in training drafts and remounts for units overseas, as also with the ordinary outpost work inherent in all frontier stations. Over 50 per cent. of the men of the regiment who were serving at the outbreak of the war and all the British officers saw service at one time or another, either with other units or on staff employment.

The regiment was mobilised in November, 1914, and proceeded to Thall, and later detached two squadrons to Parachinar, when Headquarters returned to Kohat. In January, 1917, it proceeded in relief to Bannu, having spent six years at Kohat. It became part of the Waziristan Field Force in 1917. Although no actual fighting took place in North Waziristan during this period, raiding gangs were active

and were successfully dealt with, over thirty-five raiders being captured and killed within a year.

In 1918 regimental headquarters and two squadrons were sent to Nari Bank, Sibi, to take part in the Marri punitive measures, and returned to Bannu after the conclusion of the same. On the outbreak of the 3rd Afghan War the regiment was again mobilised, and played a conspicuous part in the operations in and around Dardoni and in the Tochi Valley, its services being specially brought to notice.

From the end of the Afghan war the regiment was moved from station to station, eventually going to Palestine in January, 1921, where it formed part of the garrison and was the last Indian Cavalry regiment to remain there. The regiment returned to India in September, 1923, and proceeded to Meerut, where it was amalgamated with the 32nd Lancers, thus forming the present 13th Duke of Connaught's Own Bombay Lancers. At the time of amalgamation the 31st D.C.O. Lancers was 105 years of age. From the above short record it will be seen that the regiment was during its existence fully occupied in active operations of various natures and saw service in many parts of the world. It is interesting to note that the present 13th D.C.O. Lancers was formed by amalgamating the two regiments which were originally raised from two existing troops of Bombay Cavalry over a century ago.



## *A SHORT TRIP IN PERSIAN AZERBAIJAN*

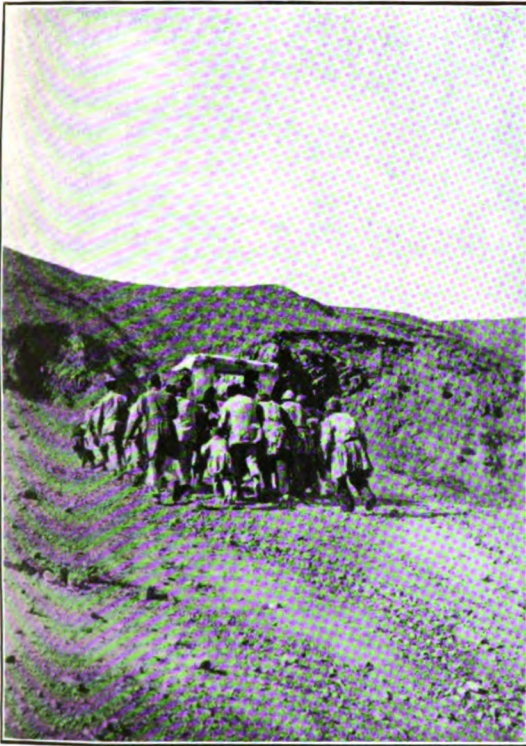
By an INDIAN CAVALRY OFFICER .

IN the summer of 1924, knowing that my tour of duty at Tehran was shortly to draw to a close, I decided to make a short tour in the province of Azerbaijan. I applied for leave, and was granted three weeks. As the road from Tehran to Tabriz was passable at that time of year, and my time was none too long, the means of transport decided upon was motor-car. At this time I was the proud (?) possessor of a two-seater Ford, well known to all European inhabitants of Tehran as 'The Penny Tickler.' This car was by no means in the first blood of its youth when it came into my possession, having had a somewhat chequered career, its last owner having been a Swedish Colonel of Gendarmerie, who had recently been dismissed by the Persian Government. Those who do not know North Persia must realise that the roads, particularly that to Tabriz, are none of the best, nor are there any motor repair shops to be found; hence he who starts on a four hundred mile trip must go well prepared with spares for all the likely and most of the unlikely breaks-down that are likely to occur. A couple of weeks before my departure, therefore, was taken up in tuning up the car, collecting spare parts and arranging for dumps of petrol at Kasvin, Zinjan and Mianeh, the only towns of any size on the road.

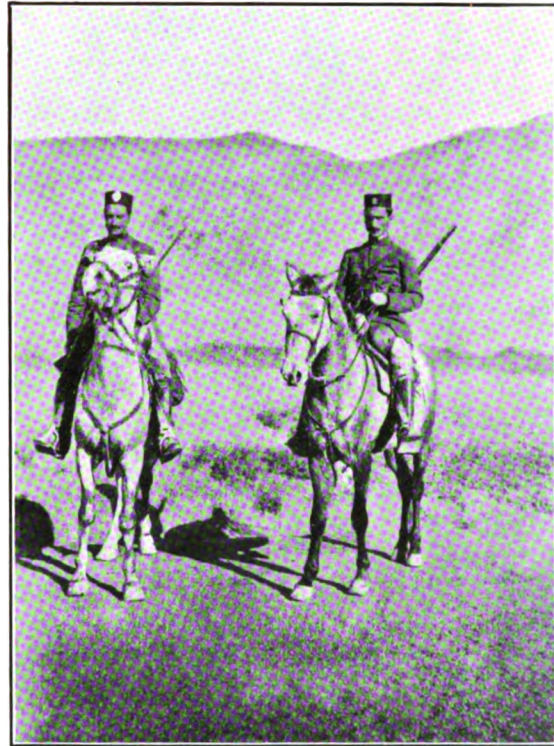
Preparations were completed at last, and at dawn one August morning I left Gulhek, the little village lying seven miles to the north of Tehran, in which the Legation has its summer quarters. The first ninety odd miles lie along the main road from Tehran to Kasvin. This road, which skirts

the southern foot of the Elburz range, leads in a north-westerly direction over uninteresting undulating country. Being unmetalled, during the winter it frequently becomes impassable for days at a time owing to 'wash-outs' caused by the many small streams flowing down from the mountains, but at the time of my trip was good, as far as roads in Persia can ever be called good. I reached Kasvin shortly before midday. It is a very ordinary town, such as one finds all over North Persia—that is to say, it is surrounded by gardens and vineyards, but inside it presents a somewhat squalid and mediocre appearance. The 'Shah Boulevard,' its principal street, is a fine broad avenue, with tiny, nondescript shops on either side. The climate during the greater part of the year is pleasant, were it not for the swarms of sandflies which infest the place. It is a town the glory of which has somewhat departed; in the old days, when Enzeli was the chief port of entry for Persia, all traffic through the coast passed through Kasvin; since the Revolution in Russia this traffic has diminished very considerably; perhaps some day it will attain to its previous dimensions. I only stayed long enough in Kasvin to fill up with petrol, and then pushed on, as I wanted, if possible, to reach Zinjan that night.

From Kasvin to Siahdehan, a distance of twenty-five miles, one follows the main Enzeli-Khaniqin road, the great north to south artery of Persia. It is a metalled road, though in a number of places far from smooth or even. After Siahdehan, which is a filthy, ugly little village, the road to Tabriz strikes off in a north-westerly direction. It is a road by courtesy only, being in reality a mere cross-country track, in parts deep loose sand, and in parts loose stones and boulders, with a little mud (or a large quantity, according to the time of year) to season the pottage. We made quite good time up till about five in the evening, when we came upon a patch of mud in the road about fifty yards across. Some peasant had been irrigating his land, and the water had overflowed on to the road,



ASCENDING SHIBLI PASS.



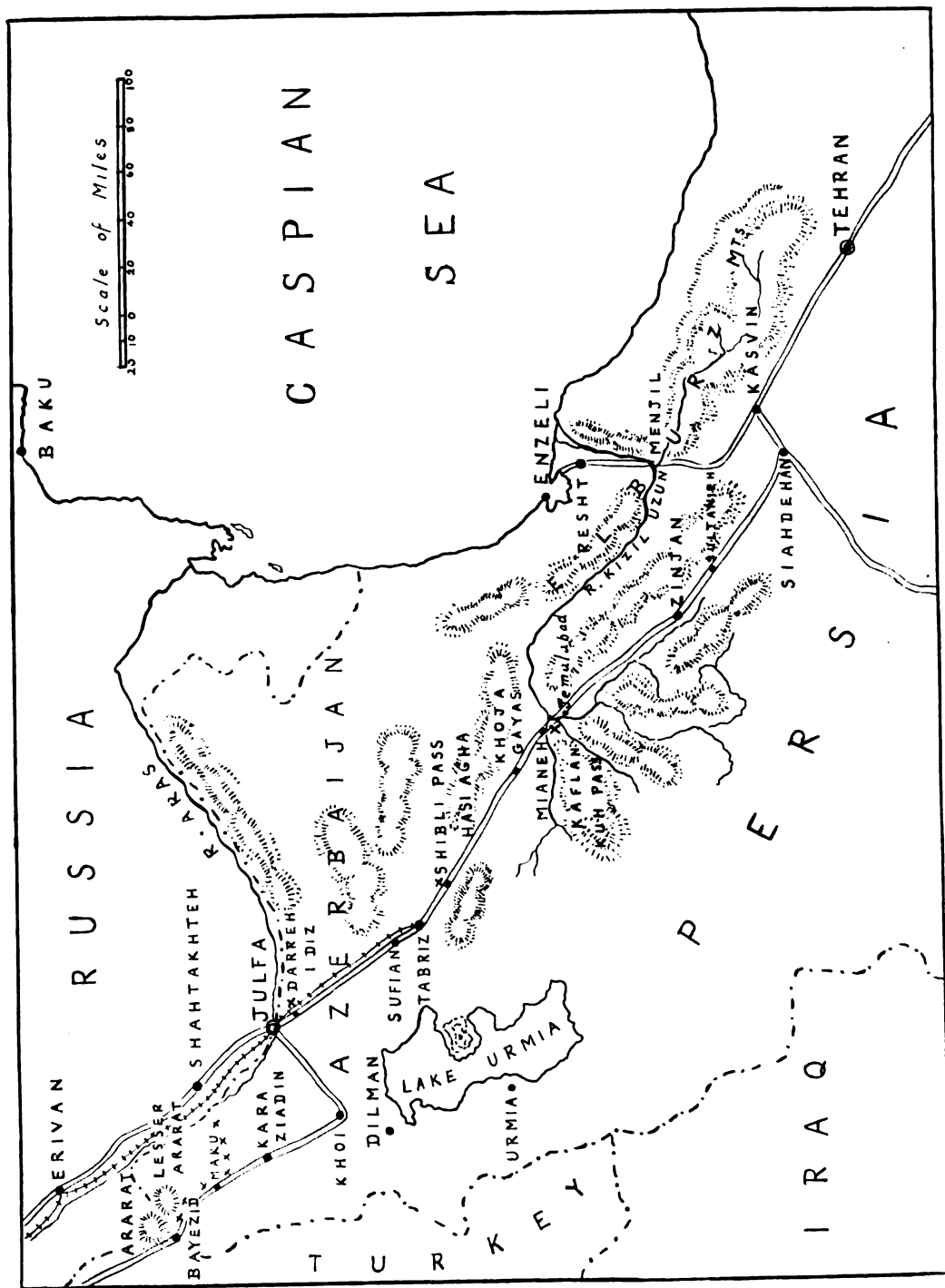
ON THE KHOI-MAKU ROAD.



RUINED SHAH ABBAS CARAVANSERAI ON  
TABRIZ-JULFA ROAD.



PUL-I-DUKHTAR AT SOUTH FOOT OF  
KAFLAN KUH PASS.  
(The Road passes over col. X.)



which, incidentally, had become a sea of glutinous stickiness. Some peasants about here are reputed to get quite a substantial income from overirrigating their fields! With the old Ford toiling away in low gear and the kettle boiling over, we ploughed through the morass till we got within five yards of the other side. Here was a softer patch, and we sank up to our hubs and finally stopped. I got out with much bad language and a spade, and sent my Persian cleaner, who was with me, for help. Fortunately, we were still in the Khurm Darreh, a most pretty and fertile valley, so it was not long before my man returned with some sturdy yokels; by our joint efforts we eventually succeeded in getting the car on to dry land, and, after the distribution of largesse, proceeded on our way. This delay, however, had quite finished all chance of reaching Zinjan that night; when it got too dark to drive, I stopped at a wayside 'qahweh khaneh' near Sultanieh, the site of extensive ruins of Persia's former greatness. The 'qahweh khaneh' in Persia is the equivalent of the wayside pub. in England; in the 'qahweh khaneh' one can usually obtain food and unlimited quantities of tea. The only other traveller there was a small Persian trader, whose destination was Kasvin; his means of transport was a mule for himself, and one for his servant and his kit. He seemed a little surprised at a British officer arriving just before dark, and was politely incredulous when I told him that my sole object was to see the country. However, we sat down on the baked mud platform in front of the coffee shop and chatted while we had our supper; the trader was quite an interesting man, who had been for twenty years in Tabriz and had seen the various disturbances which had occurred during that time. When supper was finished I prepared my usual bed, which consisted of the cushion of the car placed on the ground, rolled myself in a blanket and went to sleep.

Starting at dawn we got into Zinjan at about eight in the morning. The road up to Zinjan lies through a well-watered,

fertile valley; villages are frequent and each is surrounded by wheat fields, vineyards and orchards. I only stayed sufficiently long in the town to fill up with petrol and have breakfast with the Armenian clerk in charge of the Indo-European Telegraph Company's control station. Beyond Zinjan, except for short *détours*, the road follows the upper reaches of the Kizil Uzun. Villages are scarcer, the country more barren and broken, while the road becomes steadily worse; in places it runs so close to the steep bank of the river and is on such a slant, that frequently in wet weather it is quite difficult to prevent a car side-slipping into the river bed. To add to the difficulties, the road is intersected by nullahs of varying sizes, most of which have to be crossed at a hairpin bend. In about two in the afternoon we got to Jemalabad, a small village situated at the southern foot of the Kaflan Kuh pass. The large majority of cars require to be man-handled over this pass, so the inhabitants of the villages in either side look on all those travelling by car as a profitable source of income. The inhabitants of all north-west Persia speak Turki, only the well-educated ones having any knowledge of Persian; having no Turki, I left the arrangement for the man-handlers to my cleaner, who had previously spent a year in Tabriz and knew the language. After half an hour's haggling, during which time I had some food at a 'qahveh khaneh,' he produced about twenty hefty villagers, who agreed, at a price, to deliver us safely over the other side of the pass—this includes letting a car down the first two-thirds of the other side. The north slope is very steep, the average gradient is one in eight, increasing in places to one in two; it may be understood, therefore, that it is best not to trust entirely to the brakes, but to have men to hold the car back. Once a car does take charge all is up, as the road, which is only between three and four yards wide, runs along a steep mountain side, with a drop on one side into a rocky nullah; should a car get out of control, therefore,

it is almost certain to dash itself into the nullah, to the total destruction of the car, and probably to the necks of those in it.

A mutual agreement having been arrived at on the question of remuneration, the twenty villagers started off along the road to meet us at the Pul i Dukhtar, a bridge at the foot of the pass from where the shoving process is generally begun. On arrival here, after filling up with water and petrol and attaching the drag ropes, we began the ascent. In a number of places it is possible for the car to proceed under its own power; these are done, and a wait made at the end of them both to allow the engine to cool down and the footmen to catch up. Places too steep for the car unaided are passed to the accompaniment of yells of 'Allah, Mohammed, Ya Ali' from the draggers; the man in charge of the party chanting the first two words, and the whole party yelling the last two with the full power of their lungs. One is tempted to wonder whether the crossing would not be completed more quickly were the draggers not to spend so much breath in yelling, but it is impossible to change the custom, and as long as cars are helped over the Kafan Kuh, this chant will resound. After frequent rests on the part of the draggers the top of the pass was reached at about half past four; from the crest, which is about seven thousand feet high, one can look down and see the town of Mianeh, lying in the valley below and seeming so close that it would be possible to drop a stone on it. When making the descent of the north slope it is always advisable to have one of the car's crew to walk behind the drag rope men and keep an eye on them, otherwise they are apt to show little interest in the proceedings, with the result that the car will get out of control. After reversing the drag ropes, I entrusted the wheel to my cleaner, and got out in order to keep a personal eye on the draggers. When about half way down the steepest part I got the shock of my life to see half the men drop the drag

ropes and begin to stone an inoffensive snake which happened to be lying by the road side; I saw visions of the car hurtling to destruction into the nullah and myself being left without means of transport; so I rushed at the snake stoners and by a few well directed kicks made them realise that my boot was a more imminent danger than the snake, with the result that they again laid hold of the drag ropes and I was relieved to see the car descending at a more normal rate. The descent was eventually accomplished without any further untoward events, and, after paying off the draggers, all of whom swore they had not received their due, or had been cheated by the man next them, we carried on along the road. Shortly before reaching Mianeh the main stream of the Kizil Uzun has to be crossed by a stone bridge paved with cobble stones about the size of one's head; this is guaranteed to give a very severe shaking to the inside of most cars.

Mianeh, which we reached at about half-past six, is a dirty, squalid-looking town, chiefly famed for its bugs. I had permission to stay at the control station of the I.E.T. Coy., which is situated on a small knoll just outside the town. Here I was not worried by bugs, but was eaten alive by mosquitoes; to judge from the noise they made, they must have been as big as small sparrows; I am told that in the town they reach a larger size. I received a hearty welcome from the Persian clerk in charge, who gave me an excellent dinner and bed for the night. All those who travel between Tehran and Tabriz have good cause to be exceedingly grateful to the I.E.T.'s Coy. officials at Zinjan and Mianeh, who are always ready to provide a meal, a bed, and whatever assistance they can give. Next morning I made my usual start at dawn, after taking on board more petrol, as I hoped to reach Tabriz that night. The country gets wilder and more deserted, and the road gets steadily worse. At the village of Khoja Gayas one descends into a deep nullah, with a steep ascent out of it of nearly a hundred yards in length;

this slope, which is composed of sharp rocks and loose shale, is a veritable gold mine to the inhabitants. All villages now passed have one or more high towers, from which the villagers could watch for the approach of marauding bands of Shahsevens. It is only quite recently that the road between Mianeh and Tabriz has been safe for travellers; formerly it was frequently cut by parties of this turbulent tribe. In 1923, under instructions from Reza Khan, the War Minister who has done so much for Persia, operations against this tribe were carried out and their disarmament effected, with the result that the Mianeh-Tabriz road is now safe. When passing through the Uch Darreh, a tract of country composed of steep switchback-like ascents and descents, I made the alarming discovery that my cleaner, instead of loading on a full spare drum of petrol, had by mistake put on again the half-empty one we had offloaded the evening before. A short calculation showed me that we had insufficient petrol to reach Tabriz; so, with this cheerful prospect in view, we continued our journey over a road of varying badness and through deserted, bleak country.

On reaching the village of Haji Agha, I got in touch with the headman, and bought sufficient paraffin oil to eke out my remaining petrol and take me into Tabriz. The great advantage of a Ford is that it will run on almost anything. I have heard of a Ford van which, after running out of petrol, completed its journey from Hamadan to Kasvan by pouring a tin of ghee into the tank, but am unable to vouch personally for the story. While in Haji Agha, I visited the grave of Captain Geard, of the 15th Lancers, I.A., who was killed by Shahsevens at the village of Tikmadasht while travelling from Tabriz to Kasvin in the spring of 1920. The grave is situated in the local Mohammedan cemetery, and is well looked after by the caretaker of the place, but has no inscription or monument of any sort. After leaving Haji Agha, the road, which was now a mere conglomeration of

sand and of stones about the size of a cricket ball, rose steadily to the foot of the Shibli pass. This pass, although by no means as formidable as the Kaflan Kuh, is not pleasant; there was a short stretch just under the crest which had got very greasy owing to the overflow of water from a small spring, and owing to the steepness we were obliged to get assistance from a village near at hand. The northern slope is steep and winding, but it is just possible for a Ford car (if its brakes are good) to descend under its own power—that is to say, without being held back by means of drag ropes. From the northern foot of Shibli pass to Tabriz, a distance of about twenty-five miles, the road is almost as bad as anywhere on the whole trip. Loose sand and large stones extend for most of the way; and, to add to the excellence of things, deep cracks of a yard or so wide, and several feet deep, in places reach more than half-way across the road. Owing to the setting sun, which was dead in our eyes, it was very hard to see these cracks, and on several occasions we had to pull up ‘all standing’ to prevent ourselves doing a nose-dive into the depths. However, our luck held; we had no mishaps and drove into Tabriz, emitting noisome fumes from the exhaust owing to the paraffin, just as it was getting dusk, and proceeded to the Bank House, where I had an invitation to stay during my leave. I think that my timing from Tehran to Tabriz (three days and two nights) is the record timing for a Ford, though it has, of course, been bettered by cars.

To anyone arriving suddenly in Tabriz, the town does not appear Persian. A large number of the shops are Armenian-owned, and the streets are full of Armenians, Caucasians, Russian (both Red and so-called White), and many nondescripts of uncertain origin. The people of Tabriz and its surroundings—indeed, of all Azerbaijan—are more akin to the Turk than to the Persian, both in appearance and temperament. Their language is Turki, and Persian is

little understood, except by the educated. Some people hold that Turkish dreams of expansion include the annexation of the province of Azerbaijan on the grounds that its inhabitants are ethnologically Turks; time only can prove or disprove this theory. Tabriz has the reputation of being a turbulent city, and in its time has seen many disturbances. It figured largely in the struggle for the constitution which took place in the reign of Mohammed Ali Shah; during the war it saw in turn Russian, Turkish and British troops; and, in 1922, was the scene of the rising led by the gendarme, Lahouti Khan. For years it suffered from the nightmare of Ismail Agha, better known as Simko, the famous Shekkak Kurd partisan leader who was the bugbear of the Urmia and Dilman districts. Many attempts were made by the Persian Government to get rid of this gentleman in the devious ways so dear to the Oriental. On one occasion Simko received a nicely done-up parcel as a present from a neighbouring Persian Governor. On the principle of *quidquid id est timeo Danaos et dona ferentes*, Simko asked his brother to undo the parcel and hurriedly left the room. There was a loud explosion, and Simko returned to find the room a wreck and his brother blown sky-high. Needless to say, this substitution of dynamite for chocolate creams, oversight though it may have been, did not improve relations between the two parties. It was not until 1922-23 that Simko was scotched, and then only after extensive military operations. He is now believed to be living in poverty on the Turko-Persian border. Thanks to the efforts of the reorganised Persian Army, Azerbaijan has now peace; Tabriz is the headquarters of a division of the army, which has as its commander one of the most energetic officers in the Persian Army, who realises the importance of the improvement of communications throughout the province.

The European colony of Tabriz is small; in actual numbers probably Americans predominate, as there is a

large American mission station and school there. The British are for the most part officials, either of the Consulate, the Bank, or the I.E.T. Coy., with a few representatives of business firms. In addition to the British, there are also French, Turkish and Russian Consulates. On arrival in Tabriz, I had to do a round of calls on the various Persian officials, the Divisional Commander, Chief of Staff, Chief of Police, Military Governor, etc., in the course of which I ate innumerable sticky cakes and drank several gallons of strong tea. While in Tabriz, I met the Turkish Consul, one Suleiman Shevket Bey. He had been a Turkish officer for some considerable time who, after the war, was drafted into the Consular service—a modern Turk of most broad views; very pleasant, and at the same time very clever and energetic. I had several interesting conversations with him, in the course of which, on one occasion, he mentioned his desire for an Anglo-Turkish *rapprochement*. It is impossible to say how far he was sincere or talking for effect, but I have heard these sentiments voiced by other Turks whom I have met. During my stay in Tabriz, the unfortunate murder of Major Imbrie, the American Vice-Consul, occurred in Tehran. The attitude of the Tabrizis to this incident was interesting; while deploring it heartily, there was considerable self-congratulation that the outrage had been committed by the ‘civilised Tehranis,’ and that the Tabrizis, hitherto regarded as fierce and turbulent, had had no hand in it.

After a stay of three or four days in Tabriz, I decided to see a little more of the province by doing a tour to Julfa, Khoi, Maku and back. Tabriz being under martial law it was necessary to get a pass from the military authorities to leave the city; this, however, was accomplished without any difficulty through the kind offices of H.B.M.’s Vice-Consul. While waiting for the pass I spent the time in tuning up the car, and in filling up the dicky with twenty-four gallons of spare petrol, as I knew that, once having left Tabriz, I could

get no more till I returned. In due course my pass arrived, but with it came a warning from the Military Governor that a section of the Kurds who lived near the Khoi-Maku road were 'up,' and that I might not be able to go beyond Khoi owing to the road being 'cut.' Still, I decided to go on and risk it, as in Persia for every fifty times one hears a road is 'cut' there is only one occasion on which one need worry about it. From Tabriz to Julfa is a metalled road constructed by the Russians; owing to lack of repair and proper supervision the surface has become bad, but it was nevertheless very welcome after the miles of track we had traversed since leaving Tehran. The country is undulating, and uninteresting. Near Sufian a number of storks and large water birds from Lake Urmia were feeding on either side of the road. Every fifteen or twenty miles ruins of fine caravanserais are passed: these for the most part were built by the orders of Shah Abbas, but now only remain as monuments of Persia's former greatness. The road runs alongside the Tabriz-Julfa railway, which represents the major part of Persia's railroads; this line, like most things in the country, has fallen into disrepair, the sleepers are practically all rotten, and there is very little rolling stock. Shortly before reaching Julfa the road passes through the Kharazan Dagh range by the Darreh i Diz defile. This is a narrow, winding gorge just sufficiently wide to take the road which runs along the edge of the river bed, while the railway runs along the hillside above; properly held, this defile would form a very serious obstacle to any troops approaching from the north. Julfa, the frontier town, situated on the River Aras, is in reality two little towns divided by the river: Persian Julfa on the south side, and Russian Julfa on the north. Persian Julfa is a miserable little place consisting of a railway station, telegraph control station, and a few mud houses; Russian Julfa, which can be seen quite easily from the Persian side, with the exception of a few well-built houses and offices, appears

little better than the Persian town. At Julfa is an iron girder bridge over the river on which the railway runs to join up with the Caucasian system leading to Erivan and Alexandropol. At one end of the bridge are Persian and at the other Russian Red Army sentries. We reached Julfa about mid-day, and, as there was nothing there to stay for, simply had lunch and pushed on for Khoi. Taken all round, the road from Julfa to Khoi is the best in Persia; it is a well laid metalled road, constructed during the war by the Russians for use in their operations towards Van. In places some of the culverts have fallen in, necessitating a steep descent into a nullah and a steep scramble out, but in dry weather these do not present much difficulty. The country on either side of the road is bleak and deserted, only one village being passed between the two towns. Khoi is situated in the middle of large wheat fields, the country is well watered and very fertile, with many orchards; as an example of agricultural prosperity it is the best I saw during my stay in Persia. The town itself is thoroughly mediæval: high walls surrounding it, with a deep ditch on the outside, the walls being pierced by narrow gates, while inside are uneven, winding, narrow streets.

We got into Khoi at about six in the evening, covered with dust and very dirty. On arrival we went straight to the house of the Rais i Tujjar (Chief Merchant), where it had been arranged I should stay; the old gentleman himself was away, but the honours of the house were done by his nephew, a young man of about twenty years of age. Here I was shown into an upper room furnished entirely with carpets and nothing else. All I wanted was a clean up, dinner and bed; but I knew it would not be as easy as all that. Sure enough, long before I had had time to get anything like clean, floods of Persian officials arrived to call: Officer Commanding Troops, Chief of Police, Chief of Customs, and smaller fry arrived in rapid succession. These all strolled into my room

and, after making themselves thoroughly at home, enquired after my health. As the Persian talked by these gentlemen was to a greater or less extent tinged with Turki, I had a little difficulty at first in understanding them, but soon got into it, and got most of what they were driving at as long as they confined themselves to Persian. While this pow-wow was going on a message arrived from the Governor to say he hoped I would go to call on him as soon as possible. At this my hopes of an early dinner faded further into the background, but there was no avoiding it, as to refuse would have been most contrary to etiquette. The Chief of Customs, who had appointed himself a sort of Cook's tourist man for my benefit, suggested that we should go 'while they are finishing preparing dinner;' so he, the Chief of Police and I started off. After walking for about twenty minutes through narrow rough streets, our way lighted by two servants with smoking hurricane lamps, we reached the Governor's house. Here we found the Governor sitting on an upper verandah; he was a pleasant, portly old gentleman of the old school, who was, however, trying to move with the times. After chatting for about half an hour and drinking much tea, coffee was brought in and handed round to show that the interview was at an end. After a decent interval, I took my leave, the Governor pressing an invitation on me to come and feed with him on my return. In company with the Chief of Customs I then went to return the call of the Officer Commanding Troops, and, after staying there a short time, went back to the Rais i Tujjar's house. It was then half-past nine, but there were few signs of dinner; after a little we were told 'Shām allān hāzir ast' (Dinner is just ready). This was welcome news, but those who know Persia realise that the magic word 'allān' (immediately) may mean anything from two minutes to two days. The only thing, therefore, was to wait with as much patience as possible. Dinner was brought in at a little after ten o'clock. With the lavish hospitality so charac-

teristic of the Persian host, although there were only four of us to feed, the Chief of Customs, two nephews of the Rais i Tujjar and myself, a meal had been prepared which with ease would have fed fifteen. It consisted of large bowls of 'mast' (curdled milk), roasts, pilaus of many kinds, sweet-meats and fruit, washed down by bowls of 'dugh' (whey) cooled with snow. According to the usual Persian custom, everything was put on at once, and one helped oneself in any order, excepting when one's neighbour pressed upon one some particularly tasty morsel from his own plate. I enjoyed dinner, but had the greatest difficulty in keeping awake; fortunately the other three paid close attention to their food and required little conversation. Dinner finished, the other three left and by half past eleven I was at last free to go to bed.

On starting off next morning I found that two 'catch 'em alive, ohs!' mounted on Persian ponies, draped with many bandoliers full of cartridges and armed with Mauser rifles, had been told off to escort me from Khoi. After going about five miles I succeeded in persuading these sportsmen that, much as I appreciated the honour and protection their presence afforded, I should be able to get on much quicker alone; so, after tipping them suitably, pushed on for Maku. The Khoi-Maku road was only made passable for cars in the early summer of 1924; it is an unmetalled cross-country track, which in wet weather would be absolutely impassable for any kind of wheeled traffic. Attempts have been made to make rough wooden culverts over the smaller nullahs, but in most cases it is necessary to scramble down one side and up the other. Between Karaziadin and Sufi there is a high ridge to be crossed; here the road is somewhat steep, very winding and narrow, with a sheer drop of some hundred feet on one side, with no protecting wall of any kind; needless to say this bit was tackled very gingerly. As we approached Maku the view of the Greater and Lesser Ararat became plainer; the

latter is in Persian, the former partially in Turkish and partially in Russian territory. Each, when viewed from a distance, appears to be a perfect cone, evidently of volcanic origin, the Greater having a covering of perpetual snow on the extreme top. For the last six miles into Maku one runs along the metalling of the Shahtakhteh-Maku-Bayezid railway; this line was constructed during the war by the Russians as an offshoot from the Caucasian system for the supply of their troops operating in the direction of Erzerum. On the collapse of the Russian forces resultant on the Revolution the railway was abandoned. The local Kurds, failing to see why such a quantity of excellent wood which they could use for fires should go to waste, tore up the rails and destroyed the rolling stock for the sake of the sleepers and the woodwork of the trucks and carriages. This wood in time was used for firewood. The ruins of Maku station now contains a quantity of rusty iron wheels and bodies of trucks—all that remains of the rolling stock.

Maku was reached at about two in the afternoon, but no halt was made as I wanted to go on to the frontier, which is situated about fifteen miles north-west of the town. Between Maku and the frontier the road is full of deep ruts, and it was rather difficult to get along. However, after sticking in a stream for about half an hour, we reached the village of Garjbulak, the last village on Persian soil, and at which the Persian frontier guard is stationed. After a short talk with the sergeant in charge of the post we ran on to a small ridge about a quarter of a mile farther west. This was the actual frontier, and, looking down the other side of the ridge, one could see the Turkish frontier post a couple of hundred yards farther on, and the track leading to Bayezid, which was only about six miles distant. Time was getting on, so we started back for Maku, where I intended to pass the night. Maku is quite a small town, built in a narrow gorge; the majority of the houses are built on the steep hillside and give the appearance of having

been built for strength before comfort. It was for a very long time the stronghold of the Sirdars of Maku, who led a practically independent existence and made their living by robbery, raiding and collecting their own taxes from the villages around. The last of these independent chiefs—the famous Sirdar Iqbal—was arrested by the Persian Government in 1923 and a small garrison of Persian regular troops established in the town. I went to call on the Officer Commanding the Troops at his headquarters, which are situated in the remains of the station buildings. He knew nothing of my coming, and jumped to the conclusion that the Persian Government had engaged British instructors for the army and that I was one of these. However, finding that I was only on a pleasure trip did not detract from the warmth of his welcome, and he showed me a small room in which I could pass the night, and said that dinner would be ready about eight. Much to my joy, dinner was ready at eight, and five of us sat down—the Officer Commanding, a couple of his junior officers, a local civilian official and myself. My host was by birth a Tehrani, but he had not been in the capital for six years and was anxious to hear all the latest news; we stayed chatting for a while after dinner and then retired to bed.

Next morning I started off at dawn, as I was anxious to make Tabriz that evening if it could possibly be managed, but on getting near Khoi found that this would be entirely impossible. At a little after ten in the morning, on getting to within half a mile of the town, I found about ten ‘catch ’em alive, ohs!’ and a somewhat dilapidated *barouche* in the road. In this was the Assistant Governor, who leapt out on my approach, shook me warmly by the hand and gave me a message from the Governor—a rather fulsome one, I must admit—in which he said he hoped that I would stay several days in Khoi. My hopes of reaching Tabriz that night vanished, and I saw that I should have to stay the rest of that day and that night in Khoi. On reaching the Governorate, I

found the Governor, the Officer Commanding Troops and the Chief of the Customs all waiting. Much talk, tea-drinking and a large lunch followed. After lunch the Governor said that I was to stay that night with the Chief of Customs, the following night with the Officer Commanding, and the third night with himself! At this point I thought that it was time to put my feet down, and after explaining that had I been free I should have liked to stay at least a week in Khoi, I was only on leave, and that were I to return late to Tehran I should probably become 'ma'zul' (bowler-hatted). At this a certain amount of friendly argument ensued as to where I was to pass the night; the matter was clinched by my pointing out that I could not be in three places at once, that I would be charmed to stay with any one of them singly, but had no intention of getting up a couple of times during the night to change my quarters so as to give them all a turn. This seemed to cause a certain amount of amusement, and it was eventually decided that I should stay the night with the Chief of Customs, who, in addition, should have the pleasure of entertaining the complete outfit at dinner. After this the Governor and the rest of them retired for an afternoon nap, and I did likewise. At five o'clock the Governor's carriage arrived, and he drove me to a garden a little way out of the town which in time past had been a summer house of one of the Shahs. Here we were joined by the O.C. Troops, and spent a couple of hours in the way so dear to the Persian heart of sitting in the shade by a stream, talking, drinking tea, and eating cakes and fruit. The garden, although out of repair, was rather a fine one, and the view looking over the fields and orchards to the town and the distant mountains was distinctly pretty. As it got dusk we adjourned to the Chief of Customs. This official lived in rather a fine house, standing in what appeared in the failing light to be a pretty garden, the whole surrounded by a high wall. On our arrival we were all presented with bunches of flowers by the gardener, and were all sat down by the tank

to drink tea. Khoi, in common with most of the more out-of-the-way towns in Persia, maintains a town crier—a most necessary official in view of the lack of education of the inhabitants and their consequent inability to read notices; shortly after we sat down he began his rounds. The effect produced by his calling, combined with a muezzin chanting the evening call to prayer from a mosque near by, was distinctly pleasing in the dusk. After more tea we—that is to say, the Governor, O.C. Troops, Chief of Customs and myself—went into dinner. The meal here was rather more Europeanised, as the Chief of Customs knew French and prided himself on his knowledge of European customs. Dinner over, the Governor and O.C. Troops went, after about half an hour; I took the opportunity to say good-bye to these two, as I intended to leave early the following day. Next morning, after taking leave of the hospitable Chief of Customs, I set out for Julfa, got there about eleven, and reached Tabriz during the afternoon without any further incident.

The end of my leave was now approaching; I was very loathe to have to go from Tabriz, as it was most pleasantly cool there; however, it had to be done, so as soon as I got back I put in hand the tuning up of the car in preparation for the return journey to Tehran. In the 800 miles that I had done so far I had had very few punctures, and two leaves of my front spring broken. I felt that this good luck could not last, and that the return journey would have something fairly unpleasant in store for me. I, therefore, left Tabriz at dawn one morning, prepared in my mind for the worst. The north slope of Shibli Pass is always too steep for a Ford, so we had recourse to the drag ropes and some fifteen villagers. We got over this successfully, and as the day went on my hopes rose. Our first delay occurred at Khoja Gayas. While descending the steep slope into the village, which has been alluded to before, the car side-slipped on some rock and struck one wheel against a boulder, knocking off a hub cap. Finding

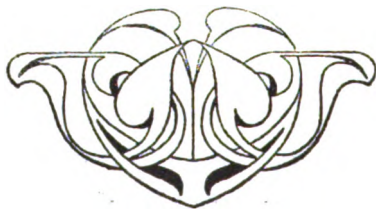
and readjusting this took up nearly an hour of our precious time, but we pushed along fairly well, and I had hopes of getting in to Mianeh before dark; this, however, was not to be. When about fifteen miles out from Mianeh, while descending a slope into a river-bed a tyre burst, causing the car to swerve into a large boulder. On getting out to inspect the damage, I found that the radius rod was badly buckled. There was just time before it got dark to change the tyre but not enough to put in the spare radius rod, so there was nothing for it but to wedge the car with stones and spend the night by the car side in the river-bed, which we did, the prey of mosquitoes for miles round. As soon as it was light we tackled the radius rod. Owing to the awkward position of the car, this took longer than usual, and we did not get into Mianeh till after nine. Here more delay occurred, as men for the drag ropes to help us over the Kaflan Kuh had to be collected from the town and sent out to the foot of the pass, which is about four miles away. After filling up with petrol we got off at last, but when about half-way up started getting trouble with the main plug just at the steepest part where the car needs to be running at its best. This made matters more difficult, but, after much pulling and hauling on the drag ropes and boiling over of the car, managed to reach the top and we began the descent of the south slope. All went well until we were three-quarters of the way down, when the foot brake, already sorely tried on the Khoja Gayas slope, gave up the unequal contest. I had momentary visions of arriving at Jemalabad with bits of the car draped round our necks—that is, if we had any necks left—but by dint of much play with the hand brake, and of treading hard on the reverse pedal, we succeeded in reaching the bottom in one piece. I thought it best to make a halt at Jemalabad to adjust the main plug. This we did, and while doing it I noticed that one of the transmission drums was flawed. As it would be a long job to change it, I decided to trust to luck and leave it, in the hopes that it would last till

we reached our journey's end. We went on, but luck was still against us, and shortly after leaving Nowruzabad, a small village about five miles east of Jemalabad, after a few pathetic snorts and pops the car came to a fullstop. Investigation showed that the flawed transmission drum had finally gone. As it was then late afternoon, there was nothing for it but to send the cleaner back to Nowruzabad, a distance of two miles, for help. This came in the course of time and we were pushed back to the village. Nowruzabad is one of the dirtiest, most poverty-stricken villages I have met with, at which a dust-laden wind seems to blow perpetually. I just had time before dark to write a note and send it off by a villager back across the pass to the Persian telegraph clerk at Mianeh, so that he could telephone to Tabriz, and they in turn could telegraph to Tehran the cause of my delay—a somewhat roundabout method of communication with Tehran, but the only one there was. The night was spent actually on the car in order to prevent any light-fingered gentry from the village snapping up anything. As soon as it was light, the cleaner and I got to work, and by ten o'clock had the complete engine out and spread in little bits on a blanket by the roadside. I cannot recommend a dusty Persian roadside to Ford owners as the ideal place in which to take down their engine, as it is apt to lead to considerable shortness of temper. Luckily, we had with us a spare set of transmission drums, so these were fitted with a certain amount of difficulty owing to lack of anything to work on but the ground. We had just begun to reassemble the engine, when a car arrived from the direction of Tabriz containing Mr. M—, a member of the American Financial Mission, on his way to Tehran. He very kindly offered to take me on, leaving his Russian chauffeur to help my cleaner complete my car and bring it on. As I was anxious to get to Tehran quickly, I gratefully accepted his offer and his chauffeur and I changed places. Owing to a good deal of trouble with punctures and loose sand on the road we did not reach Zinjan

until the late afternoon. Here we had dinner and stayed the night with the Armenian clerk of the I.E.T. Coy. control station. At 5.30 the next morning I was pleasantly surprised to hear the sound of my car driving up. I wanted to try to make Tehran that night, and as Mr. M—— intended staying the night in Kasvin, we parted company and went on in our own cars. After running about twenty miles I realised that the car had not completely recovered from its indisposition, and, in addition, was probably suffering from a superfluity of Nowruzabad dust in the inside; in short, it was not going sufficiently well to hold out any hope of making Tehran that night. The only thing, then, was to get into Kasvin and make an early start the following morning. At about four in the afternoon we reached Kasvin. Here I called on the manager of the bank, who very kindly gave me dinner and put me up in his house for the night. All those who travel much in Persia had good cause to be grateful to all the officers of the bank, who one and all are kindness personified to travellers.

Starting off at dawn the next morning, we had not gone more than twenty miles when we came on M——'s car derelict by the roadside in charge of the chauffeur. On inquiry from the latter it transpired that on the day before in the late afternoon they had made a short halt in Kasvin to have some minor repairs done at a local garage; here they had forgotten to put any oil in after completing the repairs, with the result that the engine had seized after going about twenty miles. During the night M—— had returned in a carriage to Kasvin, where he now was. As nothing could be done to help the derelict we went on. Luckily the road between Kasvin and Tehran is practically level, as the car was not pulling well, and I foresaw trouble on a short hill between Tehran and Gulhek. We made Tehran about ten in the morning, and, driving round the town, set out for Gulhek. Sure enough, on getting to the hill the car struck half-way; although the radiator was boiling

merrily and loud explosions and sheets of flame were coming out of the exhaust, nothing happened. There was nothing for it but to go back to the bottom and try in reverse. Luckily this worked; business people going to Tehran that August morning saw the funny sight of a dusty, smoking Ford car driven by an individual looking like a particularly dirty greaser and pushed by a perspiring Persian cleaner, going backwards up a small hill to the accompaniment of loud explosions. In spite of all, the car held together till the end, and it was not till I had stopped outside my front door that it finally *conked* out. Thus ended a somewhat strenuous three weeks' leave, in which the car had done over twelve hundred miles over roads which, for the most part, are roads by courtesy only. The trip had been most interesting and was made more enjoyable by the kindness and hospitality I received from all the Persian officials with whom I came in contact. The Persian Government have at last realised the necessity of improving the Tehran-Tabriz road and recently have been carrying out repairs. It can never be really good, however, without the expenditure of considerable sums of money, which at present they can ill afford, as the road requires metalling throughout, extensive bridging operations and in places complete realignment.



## A FALLACY

By MAJOR ARDERN BEAMAN, D.S.O.

ONE of the most die-hard of Frontier fallacies is that 'all tribesmen are splendid shots.'

Nothing, happily, could be further from the truth.

Although we are at great pains to teach these gentlemen something of the theory and practice of musketry while they are in our service, any Frontier Adjutant will tell you that when they join, though they fancy their shooting inordinately, they can't hit a haystack at fifty yards. Were it not so, the memory of our sojourn in Fort Zamindra would be, if possible, even more unpleasant than it is, and incidentally—though, perhaps, that is not a great matter—this story would never have been written.

Imagine a child's castle on the sands; clap a couple of wireless masts and the Union Jack on top of that castle; imagine the castle, not of sand, but of par-baked mud, and still and for ever and ever and ever par-baking, and you will get a pretty vivid idea of Fort Zamindra. It is one of an irregular chain of such outpost forts that winds along the whole length of the Border; and which exist, it would seem, for the dual purpose of keeping an eye on the Tribesmen, and of giving our heroic defenders a foretaste of purgatory. Dickie and I were foretasting in the purgatorial precincts of the officers' quarters.

'Damn that fellow!' cursed he, suddenly starting up from his *charpoy*, 'now he's gone and bagged our last lot of beer!'

For a fleeting moment before there had been a familiar

sound—the wobbling, whining whistle of a great chunk of lead hurtling through the air. Through the window of our quarters it had ingressed, this loud Martini missile, and impacted with a fateful shivering of glass against the basket that swung, for coolness' sake, athwart the said window's frame. Sitting up and wiping the sweat out of my eyes, I beheld with anguish the last drops of the golden fluid dissolving like a mirage of hope into the thirsty floor.

'That's the frozen limit!' spluttered Dickie irefully; 'you'll have to do something about it now, Major.'

This with a reproachful glance at me, as he snatched up a rifle and strode out on to the observation tower, seething with impotent passions of revenge, leaving me on my *charpoy* to melancholy meditation.

We had already suffered much from the persecutions of this persistent sniper. Was it not enough, I asked querulously of the unheeding gods, that we should be liquefied by the heat, perforated by mosquitoes, incarnadined with prickly heat, palsied with fever, mangled by man-eating flies, without the poor remains of our flesh being further mortified by the assiduous attentions of Maurice?

Already, down in the courtyard, one horse had been sore smitten. Sowar Mumtaz Ali deplored the loss of half an ear. Promenade upon the battlements had become less healthy than the furnace of our quarters. Last night at dinner a loud-singing, unwholesome lump of lead had landed in Dickie's soup. Let Maurice take our lives if he would—we should scarcely have noticed the loss in our purgatory; but to rob us of the extreme unction of our beer. . . . One might as well deprive poor Iscariot of his brief nightly respite.

I arose and joined Dickie on the observation tower. Field-glasses to eye, he was muttering angrily to one Faiz Ullah, a villainous-looking little fellow, from whom he had become inseparable since a matter, a few months before, of a hat that was lost.

‘ Can you see him, Lion-heart ? ’

‘ He’s dodging about behind the ledge as usual—look, just there ! ’ *Crack !*

Hastily raising his rifle, Dickie took a pot shot.

‘ Oh, damn ! ’ he growled, as a futile spurt of dust flew up a little wide of the boulder from behind which we could see the fraction of a derisive, bearded face. I spoke to Faiz Ullah.

‘ Found out anything about him, yet ? ’

The ruffianly little trans-border Afridi grinned from ear to ear.

‘ Aye, Sahib, I learnt much from last night’s Powinda caravan. He is, they say, Mubarak Khan, of the Amani Khel, that was one time *naik* in the VIIIth Punjabis. Being billeted in the house of a merchant in Baghdad, he chanced, by the favour of Allah, on the merchant’s gold hoard, hidden beneath the floor—and coming swiftly home, he be now lord of much property, and highly respected in the Tribe.’

‘ Then,’ said I, indignantly, for it was early harvest time, and therefore the closed season for sniping, ‘ why don’t he look after his estate like a decent country gentleman ? ’

Faiz Ullah shrugged his shoulders.

‘ He was always, they say, a lover of sport, Sahib.’

‘ One of the idle rich ! ’ snorted Dickie, as another bullet moaned over our heads; ‘ nothing to do, I suppose, but huntin’ and shootin’ ! ’

Whereafter he turned to me.

‘ If you’d only let us, Faiz Ullah and I could stalk the blighter. His lordship never arrives till after breakfast, and we could creep up the nulla by night and wait for his arrival, in his own butt, so to speak. Do let’s have a try, Major ? ’

I had heard this request many times. Dickie thought now, no doubt, and very naturally, that the matter of the beer had changed all values. Hope shone bright in his eyes.

I examined again the all-too-familiar *terrain*. Past the

ascent to the Fort there ran the harsh bed of a thinly-trickling nulla, which bisected, about two hundred yards ahead, a long, low line of dune, grimly gray, and sparsely studded with shrubs and boulders. Immediately behind this there rioted away backwards and upwards the darker, bewilderingly intricate labyrinth of the Frontier Hills. The width of the belt of dune appeared to be about six hundred yards; and it was from behind its further edge that Maurice conducted his nefarious operations. Ingeniously, he had set up along the length of it that faced our Fort a line of rocks, giving it an embattled appearance, like the edge of a jam tart. Maurice took his shots now from behind this rock, now from behind that, never exposing more than half a hirsute face; so that it was practically impossible for even our most expert marksman to lay him; and when we resorted to the fire-hose methods of the Hotchkiss, he, no doubt, dropped down behind the edge, and sat chuckling with his back against the bank, while the stream of lead spattered innocuously.

Dickie's plan was sound enough; but there was one objection, one insuperable objection, to it. The Border line ran along the centre of that dune, between us and Maurice's shooting gallery, and our orders were that we should on no account cross the Border—lest international complications ensue. Being a man of no immoral courage, I did not dare to disregard that order.

While I cogitated thus, another puff of smoke feathered up from beside one of those rocks, a frenzied bumble bee trundled through the air towards us, and, just below the parapet, smacked a great slab of mud off the wall.

Dickie, more hopefully, repeated his request.

'You might let us stalk him, Major?'

'No, Richard,' I said firmly, 'I don't want to interfere with your innocent amusements; but if anything happened to that miserable carcase of yours, I'd be broke for losing Government property. No,' I added resignedly, 'Maurice

appears to have taken that bit of shooting; his lease, no doubt, is in order, and Government won't allow us to poach.'

For the rest of the day Dickie bordered on the sulky, conversing rather with Faiz Ullah than with me. At dinner he scarcely uttered, except to blaspheme with vehemence when Maurice again contributed handsomely to the dessert. And although I awoke eerily early after the horrors of a beerless night, I saw with misgivings that Dickie was already up and out.

'The young blighters have gone stalking Maurice after all,' I thought anxiously, as I dashed up, unshaved, on to the observation tower.

They had, of course. At least, not exactly stalking him. What they thought they actually were doing, I couldn't for the life of me make out. Dickie and Faiz Ullah were strolling airily about the nearer edge of the dune, with their rifles under their arms, stooping down occasionally as though engrossed in the innocent occupation of looking for lizards. Maurice might normally be a late breakfaster, but his gillie could scarcely fail to warn him, in his tower up on the heights above, of this big game afoot. They had wandered, in this amazing suicidal folly of theirs, to within about four hundred yards of his crenellated butt. A nasty chill took me by the pit of the stomach. I snatched a megaphone.

'Hi! Dickie! you blazing young idiot!' I shouted, 'what the hyphenated something something d'you think you're playing at? Come back, at once; come back, I say!'

For answer Dickie looked up and cheerily waved his hand; what time Faiz Ullah, raising his rifle, took a quick aim and fired at the ground a few yards in front of him; then ran forward and gravely bent down to examine where the bullet had struck.

'Oh, Lord,' I groaned, 'they've gone dotty, raving dotty!'

For no Pathan can resist the sound of a shot, and that shot of Faiz Ullah's must assuredly have brought Maurice from his shooting box.

And sure enough, an instant later, I saw behind one of Maurice's rocks the glint of an old Martini barrel, a glimpse of a hairy face, a flash, a puff . . . followed by a ghastly yell.

Faiz Ullah, poor little devil. *His* tour of purgatory, at any rate, was ended. Uttering that yell, he dropped his rifle, flung up both hands in a piteous gesture of despair, sagged limply to the ground, and rolled over convulsively on to his back. He drummed with his heels for a moment, and lay still.

If I found this spectacle unexhilarating, I found, I must confess, the spectacle of young Dickie's conduct even more so. Until that moment I had a very fair opinion of the youngster's quality. He perfectly understood, I had believed, that a soldier is paid for the privilege of dying, on occasion, in painful circumstances. Yet the instant he saw his comrade fall, he likewise dropped his rifle and fled with great speed towards our edge of the dune; reaching which, he sheltered incontinently under its precipitous ledge. Well, perhaps he couldn't have done much out there in the open, but still . . .

All these things were happening simultaneously, and within a few moments of time; during which Maurice, seeing to hand as the reward of perseverance and the sacrifice of his breakfast, a record head and the glorious prize of two Service rifles, leaped out of his butt, and came loping like a slate-grey wolf over the boulders towards poor Faiz Ullah's body.

'Oh, hades, why haven't I a rifle!' I cursed on the observation tower.

There was no time to get one, and the whole thing was over in a few seconds. I watched helplessly through my glasses. But, while I watched, there occurred sudden and startling developments.

And when Maurice grabbed wolfishly at poor Faizu's rifle, and the corpse of Faizu rose on one arm and emptied the

contents of a revolver into the spot where Maurice's breakfast should have been, and Maurice then, in his turn, rather uglily bit the dust, and Faizu proceeded methodically to go through Maurice's pockets; and when Dickie, raucously crowing, had joined him and the two together, having collected their own rifles and Maurice's pestilential Martini, started back, rejoicing aloud—then, I say, the meaning of this manœuvre by which they had lured that sportive country gentleman to his undoing became abundantly manifest.

'We didn't cross the Border!' grinned Dickie, as they re-entered the Fort.

'No,' I said shortly to Faiz Ullah, 'but you played a very risky game. How he managed to miss you at that range is a mystery.'

Faiz Ullah grinned hugely. There are old gentlemen in Cheltenham to-day who will tell you that 'all Tribesmen are splendid shots.'

But Faiz Ullah knew better.



*AIRWAYS IN AUSTRALIA*

By MAJOR-GENERAL SIR N. M. SMYTH, V.C., K.C.B.

It is not generally known that the flying machine, with all its wonderful possibilities, was started in Australia before it took practical form elsewhere. In Sydney, as far back as August, 1884, Lawrence Hargrave first gave the world an inanimate thing which flew with its own power; and in that year he exhibited the model he had constructed, which flew for a distance of 384 feet. Though the people of Sydney showed little interest, the Royal Society of Australia accepted his invention, and thus opened the subject of the conquest of the air by aeroplane.

His models were beautifully fashioned. One of the boilers required 190 feet of copper tubing, which consisted of a thin copper wire with a hole bored through its length by a special process invented by himself.

When the Wright brothers in America were beginning to fly, Mr. George Taylor, with the inventor's assent, offered to give the models to the Premier, for the State of New South Wales, but was informed that they were not required; so Germany obtained them for the Munich Museum.

The enterprise of Australians to-day is making the aeroplane of practical use over long distances; in Queensland a weekly service between Charleville and Cloncurry traverses a total distance of 575 miles from south to north, linking up several railheads, serving a wealthy pastoral area, and capable of extension across the Northern Territory.

The machines in use in Queensland include Armstrong-Whitworths and D.H.9Cs.

The South of the continent being well served by a network

of railways, the need for air traffic is not insistent, and the air route between Adelaide, Sydney and Brisbane is not used by a regular air service at present, but the aerodromes are maintained in serviceable condition. The writer found the landing ground at Mildura ideally situated at the confluence of the Darling and Murray Rivers, close to large settlements of ex-Service men, attracted there by one of the many irrigation areas which mark the course of the Murray in its length of 1,700 miles.

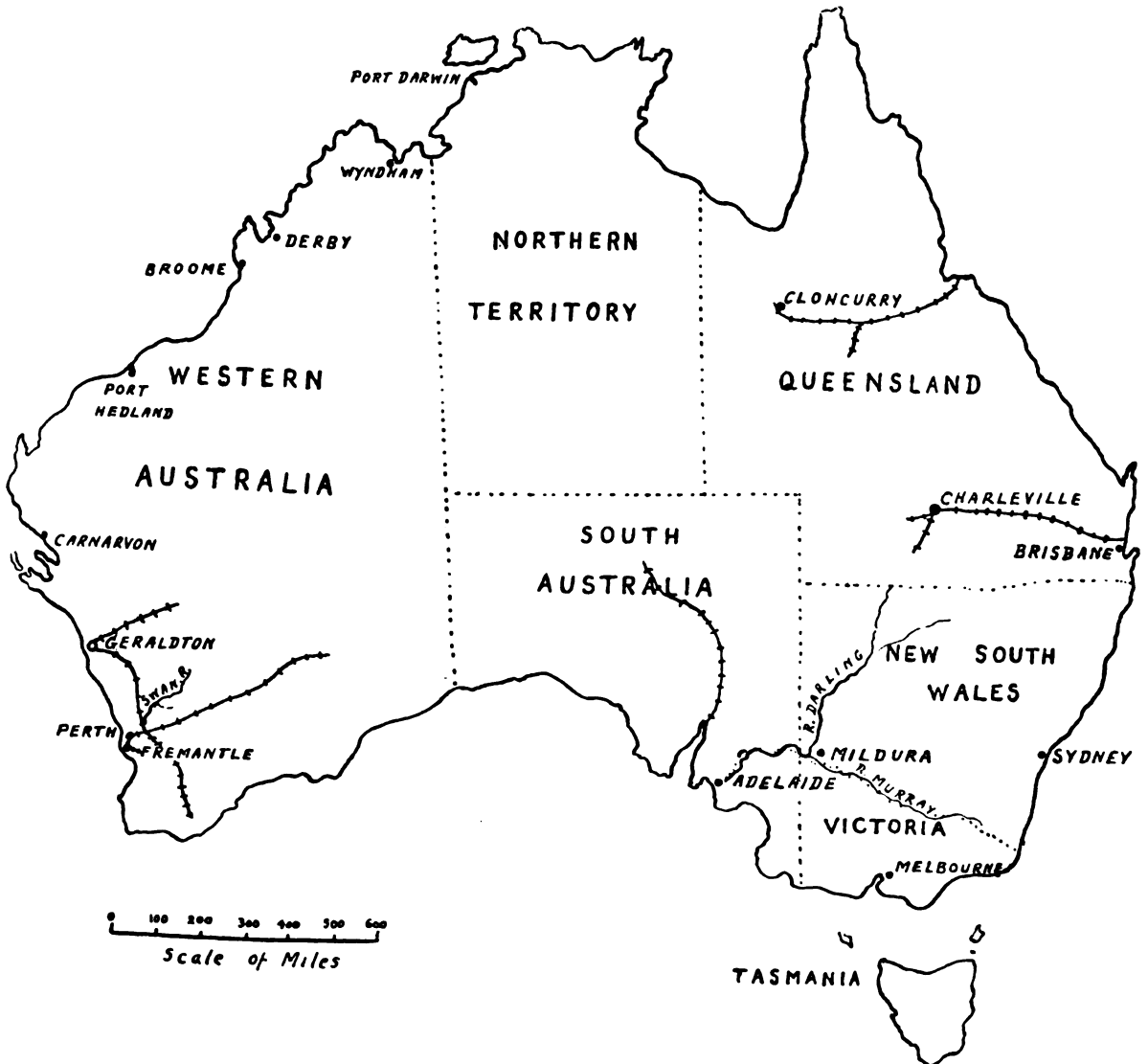
In Western Australia\* is the longest regular air service in the Empire, namely, from Perth northwards to Derby. The weekly return mileage is 2,884 miles, and it will in all probability be prolonged to Wyndham, Port Darwin and the Northern Territory, as a regular service in the near future.† The cost of travelling by this means works out much cheaper than the longer and slower methods by sea or on land.

Every Thursday morning the air mail leaves Perth at six o'clock, reaching the aerodrome situated in a loop of the Swan River by an American built motor-car (English cars are seldom seen outside the paved streets of Australian cities). Here the British Tourer coupé biplane is brought out of the hangar under the care of Hansen, the chief engineer. The pilots and air mechanics are all members of the R. A. A. F. Reserve. This machine is equipped with a powerful mono Siddeley-Puma engine; the propeller being of Queensland maple, the struts of Canadian spruce.

\* Complete aeroplanes could be constructed on the spot, of native material, for all such constituents are available in this country, which possesses a wealth of forest and mineral products; with its industries in their infancy, it even now yields iron, steel, all the necessary ferro alloys, such as antimony, bismuth, tungsten, chromium, molybdenum, nickel, manganese, zinc, lead, tin, platinum, aluminium, asbestos and talc. Benzol, toluol, phenol and naphthalene, are produced, and the search for oil, which is actively progressing, has proved successful in the Northern islands.

† The Western Australian Airways, Limited, is the outcome of private enterprise, and is under the able management of Major Norman Brearley.

The two passenger seats are placed abreast behind the pilot's well. The new type of this machine carries the passengers and cargo in front, so that their variable weight may be



centrally poised and obviate the use of ballast when the load is a light one.

The Puma starts up with a crisp, guttural roar; the machine tearing forward skims the turf, rises, turns gracefully to the

north, and, lit up by the rays of dawn, it passes over the waking city.

When the dial registers 1,000 feet the port of Fremantle is seen twelve miles to the west, while twenty-four miles beyond it is the blue horizon of the Indian Ocean.

The biplane follows the railway, which passes through the forest of colossal Jarrah trees, with emergency landing grounds at intervals. To the east, a rich wheat belt extends for seventy miles. Its northern limit is near Geraldton, 200 miles on, whence radiate four lines of railway. Here the machine lands and takes in the mails, and the inner man is fortified with an early luncheon. Once more we climb into the northern sky to pass over the country of the big sheep stations, many of them producing upwards of 1,000 bales of wool a year.

There is a telegraph line to mark our route, and the machine is equipped with a portable telephone, which, in the event of a forced landing, could be used to tap in on these wires; for we are out of reach of practicable wireless.

The night is spent at Carnarvon, and the flight is continued with a fresh pilot; at Port Hedland, some 500 miles further on, another change of machines is made for the last two stages of the 310 miles to Broome and 110 to Derby.

This region is subject to cyclones during the season from November to April, which storms, known as 'williwillies,' are so violent that shipping is endangered and houses unroofed; instances are authenticated of sheep and material being hurled through the air upwards of 200 yards. If a warning is given by the State Meteorologist the air service is at once suspended until the 'all clear' is received. Such delays only occur about four times a year.

This air service has been put to many valuable uses: doctors have been conveyed to patients, patients to hospital; search has been made for missing boats; medicine, valuables and machinery parts, are continually being carried.

Six days after its departure the circuit is completed, and the Puma lands the mails from the North in Perth.

## NOTES ON FOREIGN CAVALRY

### SOVIET UNION CAVALRY

*The Red Cavalry.—Organisation.*—The Cavalry of the Soviet Union is divided broadly into :

(a) Strategic Cavalry; which is composed of ten Cavalry Divisions (besides the two Cavalry Divisions of Turkistan, which are in course of reconstitution) and nine independent Cavalry Brigades, of which one, the 3rd, is territorial.

(b) Divisional Cavalry; which has hitherto been either a regiment or a squadron per Infantry Division according to circumstances, but which, in future, will possibly consist of a wing (or *division*) of two squadrons.

(c) The Cavalry of the O.G.P.U. This consists of one troop of Cavalry in each of 100 independent groups of the O.G.P.U., besides a number of mounted men forming part of the Frontier Guard units of the same organisation.

Of the ten Cavalry Divisions four are Cossack, *i.e.*, the 1st Red Cossack Cavalry Division (Zaporozhskaya), 2nd Red Cossack Cavalry Division (Chernigovskaya), 3rd Bessarabian and 9th Crimean.

*The Corps.*—Three Cavalry Corps have been formed. The 1st and 2nd, both of Cossacks, are stationed in the Ukraine and comprise the 1st, 2nd, 3rd and 9th Cavalry Divisions respectively, whilst the 3rd Cavalry Corps is in the Western Military District and comprises the 6th and 7th (Chongar and Samara) Cavalry Divisions. The Honorary Chief of the 7th Cavalry Division is the English Communist Party.

The 4th Cavalry Corps has not yet been formed, but may very likely be composed of the 5th Cavalry Division in the North Caucasus and the 10th Cavalry Division at Moscow, which were formerly included in Budienni's 1st Cavalry Army. The 8th Cavalry Division is in Turkistan, together with the 1st and 2nd Turkistan Cavalry Divisions, and there has been some talk of bringing this into a 5th Cavalry Corps.

The Corps consists of a Headquarters with Operations, Intelligence, Administrative and Signal Branches, two Cavalry Divisions, Corps Artillery (usually three batteries of howitzers) and a Signal *sotnia*. The administrative services include an artillery park, an ammunition column, a supply depôt, an equipment depôt, an ambulance and a veterinary hospital. Attached to the Corps Headquarters is a political detachment.

*The Division.*—The Cavalry Division comprises a Headquarters, to which are attached schools for Commanders, a political organisation and a standing Court Martial. There are normally three Cavalry Brigades, each of two regiments. The four Cossack Divisions stationed in the Ukraine have, however, only two Brigades, of two regiments each.

The Divisional Artillery consists of three batteries of Horse Artillery with an Ammunition Column. There are three sapper field squadrons or *sotnias*, a Signal and Telegraph *sotnia* with cyclists, and a sapper field park. The administrative services include a field ambulance, a supply column with bakery, and a divisional train. The war establishment is about 8,500 men, 9,000 horses, twelve guns, ninety-six heavy machine guns, ninety-six light machine guns, 2,800 sabres and about 1,350 waggons.

*Independent Cavalry Brigades.*—There are nine of these, numbered serially from 1 to 9, the 3rd, as noted above, being a territorial formation. The 2nd Cavalry Brigade is Caucasian; the 4th Siberian, probably Cossack; the 5th of Kuban Cossacks; the 6th is the Altai Brigade, probably also of Central Asian Cossacks; the 7th and 8th are Turkistan units and will

probably include portions of the former 1st and 2nd Turkistan Cavalry Divisions about to be reconstituted, whilst the 9th belongs to the Far Eastern republic. The regiments are numbered in series from 61 to 87 inclusive, in continuation of those in the Cavalry Divisions.

The Independent Cavalry Brigade consists of a Brigade Headquarters, to which are attached a school for Commanders and a political detachment. It has three regiments of Cavalry in each case, and a battery of Horse Artillery. In the Caucasian and Turkistan brigades these batteries are 'horse-mountain' artillery. There is a half *sotnia* of sappers, another of signals, a cyclist detachment, a hospital and an ammunition column. The war establishment of the brigade is about 3,000 men and horses, with 48 heavy and 48 light machine guns and four horse artillery guns.

*The Regiment.*—Cavalry Regiments are now numbered straight through in one series, those from 1 to 60 inclusive being in the ten Cavalry Divisions. The 5th and 6th, 11th and 12th, 17th and 18th and 53rd and 54th are for the time being deficient from these series. The 5th Cavalry Division (Blinov's Stavropol) was until recently numbered the 2nd; the 8th (Homel) until recently numbered the 11th; and the 10th (Maikop) the 14th. The re-numbering of the Divisions, together with the re-numbering of the Regiments in them, has brought all the formations into a uniform series.

The regiment consists of a Headquarters, four sabre squadrons, one squadron of heavy machine guns, an administrative squadron and a technical detachment, which it is intended to transform into a technical squadron.

The war establishment of the Regiment is 866 all ranks, with 762 horses and 62 vehicles.

*The Squadron.*—The squadron consists of four fighting and one administrative troops. Each troop is divided into the right half troop and the left half troop. In the right half troop there are three 'sabre' sections. The left half

troop consists of a 'sabre' section, and a machine gun section with one light automatic gun. There is also in the troop a section comprising the pack animals of the machine gun and rifle ammunition reserve.

The administrative troop of the squadron comprises—

An ammunition reserve.

A medical and veterinary section.

A supply detachment; and

A transport section.

The war establishment of the troop is 1 troop commander, 1 second in command, 2 half troop leaders and 32 rank and file, with one light machine gun. The administrative troop has a strength of 22.

The whole squadron amounts to 173, of whom six are 'medium commanding *personnel*' and 43 'junior commanding *personnel*,' corresponding roughly to our officers and non-commissioned officers respectively. The squadron headquarters has a pack animal for explosives, three two-wheeled carts and three waggons.

*Horse Artillery.*—This is armed with a good 3-inch quick-firing gun, which formed the equipment of the Russian Army in the Great War. It is organised on normal lines on a 4-gun basis, there being two waggons per gun. The horse-mountain artillery is of special interest. Its batteries are armed with a quick-firing mountain gun which is normally taken along in draught with a team of four horses. The gun has a limber, and usually also two-wheeled waggons, which are made up of the ammunition boxes and spare wheels and axles. When in draught the battery can move at a trot and, for practical purposes, keep up with a mounted brigade. When the cavalry enters a mountainous track the battery is put into pack. The dismounting of the mounted numbers and drivers now provides extra pack animals for the ammunition boxes, extra wheels and axles, etc. This is rendered possible by means of the special saddlery, as each saddle can be used either as a

pack saddle or as a riding saddle. Obviously, in mountainous areas the main body of the Cavalry Brigade, etc., must move at a walk, hence the battery will have no difficulty in keeping up with it.

*Cavalry Machine Guns.*—The heavy machine guns of the cavalry in the regimental machine gun squadrons are carried in vehicles which may roughly be described as ‘droshky chassis,’ i.e., the frame, wheels, axles and shafts of the ordinary civilian four-wheeled carriage, or landau. They are normally drawn by four horses, harnessed four abreast on broad roads but in pairs in narrow defiles.

The gun can be fired either from the vehicle or from a tripod on the ground. There are four guns in the troop and four troops form the machine gun squadron.

The detachment consists of six men, namely the gun commander, layer, assistant layer, observer, two ammunition numbers, with two horse holders and one driver.

*Horse Supply.*—The Red Cavalry is undoubtedly short of horses, the civil and revolutionary wars having destroyed most of the horse-breeding establishments, in addition to a large number of animals. Horses are being purchased from abroad, whilst, in the meantime, the ponies of the steppes are being utilised. The Kirghiz pony has done good cavalry work in the past, in spite of his small size. It is likely that entires will be much used in view of their ability to stand hard marching on short commons and the stamina which enables them to pick up again after a period of over-work.

#### JAPANESE CAVALRY.

*Organisation.*—The Cavalry of the Japanese Army consists of four Cavalry Brigades and 17 Divisional Cavalry Regiments. The organisation is as follows :—

(a) *Cavalry Brigade.*—Brigade H.Q. Two Cavalry Regiments, each of four squadrons (including Depôt

Squadron). One Machine Gun Squadron of eight guns. Strength about 1,000 all ranks.

(b) *Divisional Cavalry Regiment*.—Regimental H.Q. Two Squadrons. Strength about 500 all ranks.

*Armament*.—Officers, N.C.O.s and Trumpeters—pistols and sabres. Other Ranks, carbines (with folding bayonet and sabres).

Light machine guns are being issued to Cavalry units.

*Horse Artillery*.—The Horse Artillery of the Japanese Army consists of one Independent Battalion of two batteries, each of four guns.

The gun is a 75 mm. quick-firing gun.

#### CZECHO-SLOVAK CAVALRY.

*Organisation*.—The Cavalry of the Czecho-Slovak Army at present consists of ten Regiments, which form three Brigades. Each Cavalry Regiment is composed of the following :—

- (a) Command.
- (b) Two Field Wings (I. and II.).
- (c) One Dépôt Wing.

Each Field Wing includes the Command, two Normal and one Special Squadron, namely :

The 1st Wing, consisting of two normal squadrons and one Technical Squadron.

The 2nd Wing, consisting of two Normal Squadrons and one Machine-Gun Squadron.

Each Normal (*i.e.*, Riding) Squadron consists of four Troops. Each Technical Squadron, of one Telephone Section and one Pioneer Section.

Each Machine-Gun Squadron, of four Machine-Gun Sections.

*Strength.*—

				Officers.	N.C.O.s	Men.
				<hr/>	<hr/>	<hr/>
Regimental Command ...	...	...	...	3	5	10
Wing Command ...	...	...	...	4	6	12
Normal Squadron ...	...	...	...	4	6	123
Technical Squadron ...	...	...	...	3	5	68
Machine Gun Squadron ...	...	...	...	4	8	85
Depôt Wing ...	...	...	...	9	20	80

*Armament.*—Officers and Non-Commissioned Officers—Pistol, sabre, and attacking knife.

Men—Sabre, carbine and attacking knife. Machine Gun Squadrons have eight heavy machine-guns. Normal squadrons have eight Chauchat automatic rifles.

There is no Horse Artillery.



## *PIG-STICKING AT MUTTRA*

By CAPTAIN J. SCOTT COCKBURN, M.C., *4th Queen's Own  
Hussars*

IN the April edition of the CAVALRY JOURNAL there was published an extract from a letter of a Paris correspondent.

This correspondent wrote to say that, at the beginning of the cold weather of 1897, seven spears at Muttra got over twenty pig and a panther; the latter was thought to have been speared by Lieut. Jardine, and the exact number of pig to have been twenty-one or twenty-two, all good rideable boar.

On first reading this extract one got the impression that the above was the bag for one day, but, according to the Muttra Tent Club log, this was not the case.

In the month of January, 1897, twelve boar were killed. By the end of February the bag was twenty-nine; on the seventh of that month a panther measuring 7 ft. 8 in. was killed, first spear to King on Midas.

The cold weather may be said to have ended on the first of April, and by that time forty-one boar and one panther are reported as having been slain. Of these forty-one boar, seventeen were under the present limit of twenty-eight inches, while several only measured twenty-six.

Panther are rare at Muttra. That killed by Finch of the 11th Hussars last year is the only one that has been speared since King killed his in 1897.

In the summary of their 1906 season the 15th Hussars recorded one panther. The account of his death, however,

shows that he was first wounded twice by rifles and afterwards finished off with the spear. For this reason he cannot be included in a Tent Club bag.

As the total bag for one day in the Muttra country, the figure eighteen has twice been reached and once surpassed. On July 13, 1911, the Royals at Koila Jheel, with fourteen spears, killed eighteen boar, two of which measured under 28 inches. On April 13, 1914, the Inniskillings, at Bijauli with seventeen spears, killed seventeen boar and one sow; three of the former were under twenty-eight inches. This year on April 19, at Koila Jheel, the Tent Club, with nine spears, killed nineteen boar, all 28 inches or over.

Thanks to financial help from many sources, which has already been acknowledged, the Muttra Tent Club has been able to continue since the 4th Hussars left the station in February, 1924. Last season a number of people spent their leave here, and the bag, considering that the country was not regularly hunted, reached the creditable total of 277 boar. Two of the 4th Hussars, hunting alone for six weeks at the end of the season, killed 109 between them.

The big floods of last October, which incidentally washed away the Officers' mess and most of the bungalows in cantonments, do not seem to have affected the supply of pig this year. A few enthusiasts from the Equitation School, Saugor, spent 10 days Christmas leave here, pig-sticking and shooting. Their bag was eighteen boar, several buck and nilghai, and 550 head of small game, including some 350 duck. Since they left, few pig were killed until Thompson, of 'C' Battery, Toler-Aylward, Berry and Howard of the Bays, and Catto and the writer of the 4th Hussars, came down on leave in April. Within a month the bag was increased by 105 boar—their best days being the one already mentioned at Koila—another of fourteen boar at Barsana, and a third of thirteen boar at Kokilaban.

At the time of writing, the Bays and Thompson have left,

but Head of the 4th Hussars and Finch of the 11th Hussars have taken their places. Sport continues to be excellent.

Muttra Cantonment is the centre of the pig-sticking country, and practically all the meets are within easy reach. Thanks to the hospitality of the Hon. Sec., Captain P. A. Dargan, I.M.S., and Mr. Parr, late of the 11th Hussars, this is regarded by the visitors as headquarters. In order to avoid the coming and going of horses and transport, most of the time, however, is spent in camp. A tour was first made along the canal, which is conveniently provided with comfortable bungalows and shady compounds. As the crops were all harvested, hunting for the most part was easy and boar were as much inclined to fight as to run. Now another tour is in progress along the Kadir. Starting at Brindraban, all the jungles on the left bank of the Jumna are being hunted in succession from Panigaon to north of Sultanpur, where the country joins that of the Delhi Tent Club. A return will be made through the jungles on the right bank of the river. Along the Kadir, bungalows are, of course, few and far between, but mango baghs provide such delightful camping grounds that, even in the hot weather, it is questionable whether they are not preferable to the four walls of a house. Owing to the late floods the Kadir grass is still very green, a condition which adds both to the beauty of the landscape and to the difficulties of hunting. Although bags have been good, so far on this tour double figures have not been reached in one day, and many fine boar have escaped.

A return to Muttra will be made towards the end of the month; then, after a few days' refitting at headquarters, with an occasional bye day or early morning 'goom,' the party will move off to the southern boundary, where the country marches with that of the Agra Tent Club. The jungles in this district, namely those near Farah, are perhaps the most sporting of all. Koila Jheel, described by Sir Robert Baden-Powell in his new book as a pig-stickers' paradise, will

be beaten on the way back. Another refitting at Muttra will be followed by another tour of the canal, which jungles by then should be sufficiently rested after the April hunting.

Leave, like all good things, soon draws to a close, and soon it will be time to bid the boar goodbye till Christmas. The bag for the season should be well up to the average in spite of the fact that the country will have been hunted systematically for only three months. Those who have spent their leave here will ever remember the time as one of the best in their lives. It is a pity that so few officers in India realise what an ideal leave one spent at Muttra can be. Sport here is the best obtainable; expense, compared to that of shooting in Kashmir or other hill top attractions, is small. Rs. 700 would more than cover all costs for a month, while pig-sticking as a sport for Cavalry Officers is second to none; it is regrettable that now-a-days comparatively few seem to appreciate this fact. The entries for the Kadir Cup show a very small proportion of Cavalry. There are few pigsticking stations left to us, and to go any distance for 'the king of sports' deters many; an exaggerated idea of expense stops others. In order to dispell this error, the expenses of an average month at Muttra might be of assistance :

							Rs.
Subscription	...	...	...	...	...	...	30
Share of transport, etc.	...	...	...	...	...	...	60
Share of hunting expenses, etc.	...	...	...	...	...	...	40
Caps, for fifteen days' hunting	...	...	...	...	...	...	15
Messing, etc., Rs. 3 per day	...	...	...	...	...	...	90
Forage for four horses and syces' wages	...	...	...	...	...	...	200
Share of servants' wages	...	...	...	...	...	...	30
							<hr/>
							Rs. 465
Return railway concession ticket for any number up							
to six horses for, say, 200 miles	...	...	...	...	...	...	Rs. 140
							<hr/>
Total	...	...	...	...	...	...	Rs. 605

The amount spent on 'first spears' and drinks depends on the skill and the thirst of the individual (often in inverse

proportion). The item of Rs. 140 for horses' railway fare would not figure in the budget of the second month for anyone taking two months' leave. All the above figures are very liberal estimates, and it would be difficult to spend more than Rs. 700 the first month and Rs. 550 the second.

Perhaps the foregoing will induce more officers, and especially Cavalry officers, to try their hand at this great sport. Once will be sufficient, and, having tried it, let them come to Muttra, where no doubt they will always be accorded a ready welcome.



### ***WATERLOO. LETTERS FROM THE ROYAL SCOTS GREYS***

A **VERY** interesting manuscript has recently been unearthed in Scotland, the original Letter Book of Sir James Stuart Denham. Sir James was Colonel of the 12th Light Dragoons (12th Lancers), and later of the Royal North British Dragoons (Scots Greys). This manuscript letter book has been purchased by Field-Marshal Sir William Birdwood (now Colonel of the 12th Lancers) and presented to the regiment.

The first two letters quoted below were written to Sir James when he was Colonel of the R.N.B. Dragoons, and the third letter is one of advice to a young cornet written by Sir James himself :

**COPY OF A LETTER FROM LIEUT. A. I. HAMILTON OF THE R.N.B. DRAGOONS  
DATED 'CAMP NEAR CATTEAU, THE 23RD JUNE, 1815,' ADDRESSED TO  
GENERAL SIR JAMES STEWART, BART.**

**MY DEAR SIR JAMES,**

THIS being the first day we have halted since the 18th, I shall give you some account of our adventures. You will have heard, I dare say, by this morning's post of the action that took place on Sunday last, and which has terminated so gloriously for England. I can assure you we have had our full share of it. On the morning of the 16th we marched from our quarters at a minute's notice and, after 22 hours' march, got up with the army, which had been engaged on that day. The next morning we were in position 8 miles from Brussels, we covering the retreat of the army, in doing which we got severely cannonaded. We then passed a dreadful night in a field, it raining in a manner I never saw before. The next morning, about ten, the firing commenced; I was orderly to General Ponsonby, and went with him to the hills below where we were formed in line, and saw the commencement of the action. Bonaparte came in front of the French line about half an hour before Lord Wellington came up to us, and the cheering on both sides continued for some time. The French then attacked at all points of the line nearly at the same time. General Ponsonby brought up the brigade just at the moment the Belgians gave way upon the left of the line. The French came on like lions, but the moment they saw us they halted and fired a volley at the brigade,

when the Royals, who were rather the furthest advanced, with the General at their head, charged, the Inniskellins a few seconds after, then the Greys. The Royals and Greys each took an eagle and we made about 2,500 prisoners, and I should think nearly the same number were run through; as they continued firing at us, nothing could stop the fury of the brigade. The General, his aide de camps and myself, did everything we could to no purpose. The Greys being on the left of the line had suffered less from the infantry than the other two regiments, but immediately came in contact with the lancers of the Imperial Guard, which we completely overthrew. At this moment we lost sight of General Ponsonby, who was killed; his aide de camp and I cut our way through the lancers who had been joined by a body of cuirassiers of the Guards, and we then retired and formed what were left. General Muter then took command of the brigade, and we formed three squadrons of the nine. We then were sent to the centre of the army, where the Life Guards brigade supported us, at least what were left of them. Each flank retired in a square of Hanoverian Infantry. Opposite, in like manner, at the distance of 70 or 80 yds., were two squares of French Infantry and the Cuirassiers opposed to us. We then charged a French square and about one half of us were destroyed. We then formed and the Life Guards and us were formed, the whole seven regiments into one squadron of 50 file, under Lord Edward Somerset, and we again charged the Cuirassiers, who were led on in person by Bonaparte, it is said, and they met us nearly half way. Our horses were so tired that the shock was not great and few were killed on both sides; after which we stood within 30 yards, firing our carbines at each other, both parties afraid to move for fear the infantry would give way.

At this moment the Prussian Cavalry came up and relieved our Light Dragoons upon the left, when the enemy gave way and were pursued and charged by the Light Dragoons. The few that were left of us, till an hour after dark, were 16 of the Greys Officers and men; Major Cheney commanded for the last three hours and in 20 minutes' time had five horses killed under him. The 1st Sergt. Major was one of the few who escaped unhurt and particularly distinguished himself. He was born in the Regiment and his Father was 18 years Sergt. Major. Every officer in the regiment would be delighted to see him promoted. Colonel Hamilton behaved very gallantly, and Trotter, poor fellow, was shot by a French Officer with whom he was fighting. I buried Trotter and seven others the day after; the men lay too thick to attempt to put them under ground. I have written to my Father; when you receive this will you let him know I am well.

I shall note down underneath the present strength of the Regiment, and with remembrances to Lady Stewart, believe me

yours truly

(signed)

A. I. HAMILTON.

T.S.M.	Sergts.	Corpls.	Trumprs.	Farriers	Men	Horses
5	16	10	4	6	176	174

We shall be in Paris within a week, when you will again hear from me.

(signed) A. I. H.

COPY OF A LETTER FROM LT.-COLONEL CLARKE, OF THE R.M.B. DRAGOONS,  
DATED BRUSSELS, 11TH JULY, 1815, ADDRESSED TO GENERAL SIR JAMES  
STEWART DENHAM, BART.

SIR,

I HAVE had the honour of receiving your letter of the 28th June, and shall endeavour to reply to the different points therein contained. You desire me, Sir, to give you a detail of the action; it is a task that my humble pen cannot do justice to, but in compliance with your wishes I shall do my best. At one o'clock on the morning of the 16th June we received at Dendershausen orders to march and to assemble at Nenoven, distant from the villages we occupied four or five miles. At 5 o'clock on the morning of the 16th we marched from Nenoven and never halted till we reached our bivouac at the village of Beuge at eleven o'clock at night, having marched upwards of 50 miles. It was on this ground that the battle of the 16th was fought.

Early on the morning of the 17th the British Infantry commenced a retreat through the village of Genappes by the chaussée leading to Brussels, and in the afternoon of the same day the Cavalry moved off, the whole retreating in the most orderly manner upon the heights of Waterloo, which we reached about 8 o'clock in the evening and there bivouaced. During our retreat, the enemy's cavalry and artillery pursued; the latter annoyed us at every favourable opportunity, but they created no confusion amongst us, as great regularity prevailed as was ever witnessed at a brigade field day. A charge was made this day by a squadron of the Life Guards near Genaïpe against the Cuirassiers and Lancers, who were driven back with considerable loss.

Your Regiment, Sir, had not yet been engaged; during the whole of the retreat the rain fell in torrents, and never ceased during the whole of the night.

I now come to the morning of the 18th, a day, Sir, in which every British nerve was strained, a day in which your Regiment, I hope I may say without ostentation, did its duty. We quitted our bivouac about nine o'clock in the morning, and our brigade was conducted to a valley nearly on the left of the British line, having in our front the heights of Waterloo, where our Infantry and Artillery were strongly posted. The enemy occupied the opposite heights, distant not more than two miles. From daybreak there had been a partial firing along the whole line, but no serious attack took place till towards the middle of the day, at which time the enemy seemed determined to carry our position, and rapidly advanced upon us. The fire of Artillery and musquetry now became tremendous. From the low ground we occupied at this time, it was not possible for us to make any observations upon what was going on, the Waterloo heights screening us from the enemy, who were distant from us not more than half a mile. It was now two o'clock P.M. when our brave and lamented Sir William Ponsonby moved his brigade in line to the attack. The British Infantry were all formed in squares on the heights, and the French Infantry were advancing upon them in a very strong line, supported by a second line of Cuirassiers and Lancers, who were again supported by immense columns of Infantry Etc Etc Etc.

Your Regiment, Sir, had in its advance to cross hedge and steep bank, which rather broke the ranks; but no sooner was the obstacle passed than they cheered and charged the line of Infantry, which seemed to me to be annihilated. Having passed through the line we charged the Cuirassiers and Lancers, who yielded to the impetuosity of our brigade, even broke and dispersed, and many of them were killed. The Brigade still advanced upon the third line, on which, in our broken and crippled state, we could make but little impression. A retreat then became necessary; it was at this time that Sir W. Ponsonby, Colonel Hamilton, and all the officers of the Greys who were killed, met their lamented death. Numbers fell from the fire of the third line of the enemy, whilst the Lancers and Cuirassiers forming the second line, having rallied, pierced all our wounded, and, deaf to all their prayers, refused quarter. Poor Colonel Hamilton was pierced with fourteen wounds, and the bodies of all officers and men who fell were wretchedly mangled. Our Brigade, not being supported by any Cavalry, we had great difficulty in getting away; at this time two horses had been shot under me, but, thank God, I had received no wound. The painful intelligence soon reached me that Colonel Hamilton, who gallantly led us on, had fallen; he was in the centre of the Regiment. Major Vernon commanded the right and I was with Major Cheny on the left. In this charge, Sergt. Charles Ewart, of the Greys, took an Eagle, and the other Eagle was taken in the same charge by a Corporal of the Royal Dragoons. We took between two and three thousand prisoners, chiefly Infantry. Major Poole and Lt. Stupart were wounded in our attack, the former, unable to get away, was taken prisoner, and, after repeated miraculous escapes from the Lancers, who wished to pierce him when a prisoner, in the general confusion attendant on the enemy's retreat in the evening, he providentially made his escape. The impetuosity of the Brigade was so great that, in my humble opinion, it advanced too far, which was the cause of our tremendous loss; but Valour, not Prudence, seemed alone to animate every breast. In our crippled state and not being able to muster more than 100 effectives, I again formed in the valley we had so lately occupied, when we were soon joined by our friends, the Royals and Enniskillens, who suffered equally with ourselves. Whilst waiting for orders in the valley, the shot and shells fell in showers about us, but we here sustained no loss.

At about four in the afternoon we were moved to the centre of our line on the chaussée leading to Brussels, having immediately in our rear the Bois de Soignie. On this front, the enemy, who had succeeded in gaining the brow of the heights, brought up a most imposing force, distant from us not more than three hundred yards, consisting of three guns on his right, a regiment of Cuirassiers with Lancers intermixed, drawn up in column of squadrons, immensely strong, in his centre, and on his left a heavy column of Infantry. We kept our position on this chaussée. For upwards of two hours we received the enemy's fire and momentarily expected him to charge, but he was more prudent, and as it appeared that he declined to attack us, our handful of men charged him. In this advance, Major Verner and myself were wounded and got in the rear, the remainder advanced, but could make

no impression. It was now between six and seven o'clock in the evening, when the Prussians turned the right flank of the enemy, and opened upon him a severe cannonade, which obliged him to retreat in the greatest possible disorder, harrassed by the remaining few of our brigade and the rest of the British Cavalry in concert with the Prussians.

Thus, Sir, ends my detail; thus, Sir, terminated a day that must ever be recorded as Glorious to the gallantry of your Regiment, and had not our loss been so severe, the Laurels would not have been, as they now are, bedewed with tears for our lamented friends. I will answer, Sir, the points contained in your letter on a separate sheet of paper.

I have the honor to be, Sir, your most obedient servant,

(Signed) J. B. CLARKE, Major and Lt.-Col.

LETTER ADDRESSED TO A YOUNG CORNET OF THE R.N.B. DRAGOONS BY  
GENERAL SIR JAMES STEWART DENHAM, BART., DATED DEC. 22, 1815.

MY DEAR CORNET,

I should like to receive from yourself an account of your proceedings and military study, and to know how you like your profession. I fancy that the Regiment will soon be assembled in England; I have recommended you particularly to Lt.-Col. Clarke and I expect that you will keep Mr. Edlemann employed in giving instructions, and that in return you will soon be able to give him assistance in instructing others.

I observe a book just now published, I have not yet seen it, but I have a good opinion of the author. It is a treatise on Topographie for civil and military reconnoitering by the Comte de Verneruttie and is sold at Egerton, which book get for yourself and recommend it to your brother officers, who I hope will also keep Mr. Edlemann, your new Riding Master, fully employed, and do not think of Horse-racing till you have more cash, more sense, and more military knowledge than you know what to do with.

Have you got the regulations for the movements of the Cavalry and Infantry? I hope you study them, and you should get them by heart. Whatever you see in practice, compare it without delay with the Regulations and see whether or not the practice has been correct. The foundation of all military movements, and particularly those for Cavalry, is 'precision;' this is not generally understood and seldom practised. To make you comprehend it in a few words, the ultimate object of most military movements is to prepare for the attack, which in Cavalry is the Charge, and to which the greatest rapidity possible should be given, and for which purpose it is absolutely necessary to move as much as possible on the perpendicular. The fire of Infantry may be oblique, but no rapid movement can be made to good effect; therefore the great science of formations is to make them perpendicular to the point of attack, to execute which without loss of time and at as brisk a pace as is consistent with good order and precision, great expertness is necessary. No time must be lost in corrections after formation, except at drill practice; an enemy would discover your purpose of attack, and would prepare against it. It is to that precision, with rapidity, that horsemanship leads, and is indispensably necessary. The horsemanship which belongs to Sikh and Maharatta Cavalry is of a perfectly

different description, and is best adapted to the low order of Irregular Cavalry, but not so for Cavalry of the Line, and line movements, to which belong compact order and the Charge, which will ever prevail over the Lancer and the Cuirassier. When those who use them are properly attacked, both are encumbrances; offensive arms are the best and short ones for close quarters, to which Cavalry of the line should always come, but only for a short time, so as to renew, if necessary, their great advantage of the Charge. When troops go into action they should avail themselves of the means which gives them the most advantage, more than of personal valour, by which, I fear, too many brave fellows in the British Cavalry were lost at Waterloo, which reminds me of what I recommended to the Greys on Clapham Common.

Read this more than once and remember it as long as you are a Cavalry Officer; let nobody persuade you that Helterskelter is the best attack, or that Fox-hunting, Horse-racing are the best schools for military horsemanship; the former may even be a service after an Officer has once become a perfect military horseman, but the latter is at all times pernicious and objectionable on any account.



**THE CAVALRY DIVISIONAL TRAINING AND  
MANŒUVRES, 1925**

FOR the first time since 1913 the Cavalry Division assembled, under peace conditions for training and manœuvres. Considering that 90 per cent. of the *personnel* who took part had never seen anything larger than a brigade, and some of them no larger body than their own unit, the assembly of the Division in itself was of sufficient value to justify the expenditure. It was a great opportunity for all those who took part to find out the weak points of their previous training, carried out since the War.

Many a young polo player, gifted perhaps with a good eye, and beginning to make a name for himself in the station game, will remember the disillusionment of his first match. It was all so different from what he had expected! This year's training and manœuvres must have given a similar feeling to many young officers and soldiers who were initiated into something bigger than a regimental exercise. It is hoped that they will carry out their next year's unit training with a renewed vigour and with a real knowledge of what to teach and what mistakes to avoid. No divisional drill was carried out during the training, but it must not be thought that the value of drill has in any way diminished. It is still as important as ever that horses should be well schooled and units perfected in drill. The time available did not admit of its being carried out in the larger formation.

The various schemes were framed with the following objects :—

(a) A general 'speeding up' of the rate of march and manœuvre so as to bring out the full value of 'mobility.'

The actual speed of the horse is a secondary consideration. Quick thinking, good map-reading, rapid

appreciation of situations, clear orders, good ground reconnaissance are the real key to the problem.

(b) The movement of troops in really open formations as opposed to the 'mass' formations of pre-war days.

This is the only sound method of practising concealment from the air and minimising casualties from shell fire or bombing. It gives room to manoeuvre in the event of either, without the endless confusion which a mass would be thrown into under similar conditions.

(c) Concentration on extended lines.

With brigades a mile or more apart, regiments half a mile, and squadrons several hundred yards apart, a division is just as well 'concentrated' as it would be in mass, provided the communications are perfect and respective commands under control.

(d) Reconnaissance of all kinds.

Every cavalry unit must carry out continuous reconnaissance on its own initiative in addition to such reconnaissances as may be called for from the next higher unit. This applies specially when units are at the halt and to ground reconnaissance of all routes which the unit may suddenly be called upon to take.

Touch with the enemy, once gained, must be maintained.

(e) Co-operation with Air, Tanks, Mechanical Artillery, Armoured cars, Infantry in lorries, etc.

Many valuable lessons were learned under this heading : the necessity of having alternative dropping stations previously arranged, anti-aircraft defence, the best method of defence against enemy armoured cars, combined reconnaissance by cavalry and armoured cars, combined attacks by cavalry and tanks, and anti-tank defence by use of guns.

(f) Communications.

The fact that the division was not given a complete signal squadron, was the one blot on the training. It

was not possible to carry out any real test of wireless, except by means of the R.T., with aeroplanes which proved most effective.

(g) March discipline and horse management.

The standard of the former was distinctly above that of pre-war days.

(h) Supply of food and ammunition.

The new 'train' arrangements were tested on manœuvres and many valuable lessons learned. It was proved that the present mechanical means of supply cannot be relied on to reach the smaller units during extended operations. It, would, therefore appear advisable that all units should carry emergency rations and be independent of the transport should the latter fail to reach them.

All the above lessons can, and should be, learned by units during squadron and regimental training, but the standard of efficiency of the smaller units can only be really tested when they come together in larger formations, and this is the real value of Divisional training and manœuvres.

Throughout the training two outstanding facts were exemplified :

(1) That units which had been previously trained in a brigade showed a much higher standard of training than those stationed by themselves.

(2) That the brigade quartered near the best training ground exemplified the advantage of being so situated.

### ARMY MANŒUVRES

It was satisfactory to notice that the lessons taught during divisional training bore fruit in the army manœuvres.

It was unfortunate that the task given to the mobile division of the Western army did not give more scope for 'mobility,' but the units carried out their rôles in accordance with the orders given to them in an efficient manner.

There was a distinct failure on the second day of the manœuvres to keep touch with the enemy gained on the previous evening. This failure to keep touch is put down to the fact that squadrons and regiments, during their unit training, had not been given the opportunity of practice. During this training, operations are not sufficiently 'continuous,' the most extended probably consisting of a night march followed by an attack at dawn.

On the third day of manœuvres the 2nd Cavalry Brigade gave a good example of the 'speeding up' which had been practised during training. Having been held in Corps reserve until a somewhat late hour, they were suddenly ordered to move to the right flank and seize Tower Hill. The distance was ten miles and they covered it in 1 hour and 35 minutes, which included a delay of ten minutes caused by opposition *en route*, and the seizing and occupation of the hill—in the latter, it is true, 'they were assisted by the fact that the enemy holding the hill were having their breakfast in a wood without any outposts.'

The weather conditions throughout the army manœuvres were as bad as they well could be, but all ranks had the true 'cavalry spirit' and showed that they were prepared to carry the operations through under any conditions.



### REGIMENTAL ITEMS OF INTEREST

#### *5th/6th Dragoons, Risalpur, N.W.F.*

The Inter-Squadron Cricket Cup was won by Headquarter Squadron with three wins.

The Inter-Squadron Football Cup was won by 'B' Squadron, after five replays with Headquarter Squadron.

The regiment left Bangalore on October 14 and 15, 1925, in two special trains, arriving at Risalpur (North-West Frontier Province) on October 20 and 21, 1925.

On November 6, 1925, the regiment left barracks *en route* to Campbellpore for the Cavalry Concentration, and will return on the 23rd prior to taking part in the Northern Command Manœuvres from November 26 to 30.

#### *8th K.G.O. Light Cavalry, Peshawar, N.W.F.P.*

On June 30 the C.O. presented the eight silver trumpets and eight silver bugles to the regiment, which have been subscribed for by past and present members.

The regiment fell in, dismounted, in a hollow square, and the C.O., in a brief speech, recalled the history of the two parent regiments and their battle honours. The trumpets and bugles were then carried round for all to see. The trumpet major made a short speech, and the ceremony closed by sounding the *réveille* on the new trumpets.

Inter-regimental meetings have lately been held against various infantry regiments in the district. These consist of competitions in musketry and sports, the former being divided into three competitions—*i.e.*, rifle, revolver, and light gun.

Hotchkiss v. Lewis aroused special interest, the former often proving to be more than a match for the latter.

*18th K.E.O. Cavalry, Quetta*

Two new officers have joined the regiment : Captain C. C. Whadcoat, on transfer from the 14th/20th Hussars, and 2nd Lieutenant J. M. Barlow on first appointment.

Major A. B. Porter retired with effect from August 15, 1925.

The honorary rank of Captain has been conferred on Risaldar Major Khurshed Ali Khan.

From September 17 to October 16 the regiment went into camp at Gwal, and took part in the Inter-Brigade and District Manœuvres.

On return, the regiment was inspected by the Major-General of Cavalry.

*Australian Military Forces*

*(From a Correspondent in Australia.)*

The annual Camp of Continuous Training of the 5th Cavalry Brigade, 2nd Cavalry Division, Australian Military Forces, took place at Williamstown, Victoria, from February 23 to March 2, 1925. This Brigade is commanded by Colonel M. W. J. Bouchier, C.M.G., D.S.O., V.D., who commanded the 4th Light Horse Regiment in Palestine.

During the camp the dedication of the King's Colours for the 4th Light Horse Regiment took place. This regiment is commanded by Lieut.-Colonel G. F. Langley, D.S.O. (14th Light Horse Regiment, A.I.F.). The 17th Light Horse Regiment, C.O., Lieut.-Colonel G. J. Rankin, D.S.O., V.D. (served 4th Light Horse Regiment, A.I.F.), and the 19th Light Horse Regiment, C.O., Major J. Parkin (served 4th Light Horse Regiment, A.I.F.) are the other two regiments of this brigade.

The Brigade Sports Meeting did not lack vim. About nine races were held, in addition to jumping events. A cup, presented by Lord Dudley when Governor-General of the Commonwealth, was won by Major A. J. Staughton, 4th Light Horse Regiment, with his charger named Desert Corps (an apt name for a Cavalry charger).

Two days after this brigade finished its training, the 3rd Cavalry Brigade went into camp. A most impressive ceremony carried out during the camp was the dedication of the King's Colours for the 8th Light Horse Regiment. This regiment had a fine record during the War, and many of those at Anzac will remember the attack carried out at Walker's Ridge which left it with a strength of two officers and forty-two other ranks. This regiment is now commanded by Lieut.-Colonel H. J. Shannon, D.S.O., V.D., who served with the 8th Light Horse Regiment throughout the War and commanded it in Palestine at the time of the Armistice.

The other regiments of this brigade are the 13th and 20th Light Horse Regiments. Many of the members of the E.E.F. will remember the Colonel Commanding the Brigade, Colonel W. H. Scott, C.M.G., D.S.O., V.D., who commanded the 9th Light Horse Regiment in Palestine.

The Sports Meeting was reminiscent of those gatherings held by the Cavalry of Desert Mounted Corps in Palestine. The officers' charger event was won by Major A. Crawford, 20th Light Horse Regiment (served 8th Light Horse Regiment, A.I.F.), Captain A. T. Clark, 8th Light Horse Regiment (served 8th Light Horse Regiment, A.I.F.) being second.

Among the visitors I noticed at these two camps whose names may recall bygone days to many who served with the E.E.F. during the Great War were Lieut.-General Sir H. G. Chauvel, G.C.M.G., K.C.B., Chief of the General Staff (G.O.C. Desert Mounted Corps, Palestine); Major-General E. Tivey, C.B., C.M.G., D.S.O., V.D., Commanding 2nd Cavalry Division (8th Brigade and 5th Division, A.I.F., France); Colonel W. J.

Foster, C.B., C.M.G., D.S.O., Director of Training (General Staff, 4th Cavalry Division, Palestine); Lieut.-Colonel W. P. Farr, D.S.O., G.S.O. 1., 2nd Cavalry Division (A.Q.M.G., Desert Mounted Corps, Palestine); Major W. A. S. Dunlop, Brigade Major (4th Light Horse Regiment, Palestine); Captain Crusher Wood, M.C. (Veterinary Officer, 2nd Light Horse Brigade, Palestine), and many others who slip my memory for the moment. The days in these camps recalled many incidents of Anzac and Palestine, and after mess (a dry one under Australian Military Regulations) many of the names of the cavalymen who served with the British and Indian Forces in Palestine were recalled.

#### USE OF HIRED CHARGERS BY ARMY OFFICERS

The conditions under which Army officers are permitted to use hired chargers in point-to-point racing have been supplemented by the provision that the hired charger may not be permitted to start in more than four point-to-point races in any one season. An officer may loan his hired charger to another officer, to be used under the same conditions; but, if he does so, he will not free himself from financial responsibility for accidents. In no case may a hired charger be taken away on loan from the unit.



## NOTES

## EX-CAVALRYMEN'S ASSOCIATION

135, Regency Street, London, S.W. 1

THE Association has now passed through its 'probationary' period, and a meeting, attended by commanding officers or regimental representatives, was held at the Cavalry Club on Thursday, October 29, 1925, to decide on the future of the Association.

The report of the Executive Committee on the work during the trial year was considered, and, in view of the very satisfactory results achieved, it was unanimously decided that the Association should continue.

The finances of the Association were next examined, and it was agreed that further measures were necessary to ensure a sound financial position. Twenty-five pounds (£25) a year was provisionally fixed as the amount to be subscribed by each regiment.

The following is a summary of the work of the Association for the period December 7, 1924, to November 28, 1925 :—

Number of men who have registered at the Employment Bureau ... ..	576
Number of men who have been placed in employment by the Association ... ..	350
Number of men who have been struck off the books for various causes ( <i>e.g.</i> , would not accept the work offered, etc.) ... ..	60
Remaining to be placed ... ..	166
Total ... ..	576

Of the 166 remaining, a number are elderly men for whom it is well-nigh impossible to obtain employment, and several have found their own employment after registering with the Association.

## DOMINION AND FOREIGN MAGAZINES

THE most interesting article in the United States *Cavalry Journal* for October is an anonymous one dealing with 'The Army of Feng Yu-Hsiang during the operations of 1924.' This commander was not only a 'Christian General,' but also—which is, perhaps, more important from a military point of view—a 'sound and logical soldier.' We learn that the Intelligence Section was excellent; the General always marched with his troops, and all members of the Higher Command were provided with Bibles and hymn books. On the other hand, none of the men had ever had any musketry instruction, and the troopers had not the faintest notion as to how they should treat their mounts. Other excellent articles deal with the Phillip's Pack Saddle, a 'Century of [American] Cavalry March Regulations,' the 'Science of Hitting in Polo,' and 'Photographing Horses.' With the last is included a portrait of Epinard by 'Mr. Rouch of England, the best horse photographer in the world.'

The *Revue de Cavalerie* for September–October is very strong on the historical side. Comdt. Larcher writes on the doings and, so far as the *Achiret* or Irregulars were concerned, the misdoings of the Turkish Cavalry during the European War. He is also responsible for a translation of General Fakher Ed Din's account of the Operations of the Turkish Cavalry during the 'War of Independence,' that is to say, the fighting against the Greeks in Anatolia in 1920–22. There is an anonymous article on the 6th Cuirassiers at the Battle of the Avre, March 27–30, 1918, and an account of the Cavalry action at Olejow, near Tarnopol, on August 21, 1914, where Russian and Austrian horsemen met in a *melée*

on a grand scale. Captain Brugnoni describes the fight at Ourtzagh in Morocco, April 20, 1925; and General Descoins, in an article on Arab horsemanship, replies in a very entertaining manner to an 'éminent contradicteur' who, I think, will have to admit that he is *touché*. There are also more serious articles on reconnaissance, mechanical transport and intercommunication.

The most interesting article in the June number of *La Guerra y su Preparación* is a brief biographical sketch and appreciation of the late Lord French by Comdt. Juan de Castro. Comdt. Lucas de Torre brings to an end his articles on the essential methods of warfare and tells us that the Swiss Colonel Feyler foresaw in 1902 the stalemate of trench warfare. But, as a matter of fact, this was first foreseen in 1899 by a Russian, J. Bloch, in his voluminous work, 'Warfare of the Future.' Bloch was a banker, and it should not occasion surprise that he had other interests, since bankers have been known, in the intervals of telling us 'Your account appears to be overdrawn,' to indulge even in the writing of, if not poetry, at all events verse! In the July number there is a good article by Colonel Toro on the necessity of a General Staff being in the closest touch with the Railway Administration of the country with a view to the use of railways in war. He tells us that in Spain in 1891 a military committee was set up to deal with problems of this kind, but did not start work until 1905, a remarkable instance of procrastination, or *mañana*, as they tersely say in Spain. No doubt similar things have happened in other countries; happy indeed is that Army—if it exists—of which the General Staff can honestly say, 'Yes! we have no *mañanas*!' Lieut.-Colonel Garcia Pérez contributes a chronology of Spanish military action in Africa from 1405 onwards. It appears that, so far back as 1496, there was trouble with the Rifeños and, as everybody knows, these Riffians (I had almost written Ruffians) have never done anything else since. The August

number has an excellent account of the German Army as it is at present by Comdt. de la Gándara, and Comdt. de Gardoqui has an interesting article on propaganda in war. He tells a delightful story of a General in one of the Allied Armies who instructed his 'Eye Witness' that, in writing news from the front for home consumption, he was to 'tell the plain, unvarnished truth—with such modifications as may be necessary,' which is exactly what the late Charles Hawtrey used to do so admirably upon the stage. In the September number there are two articles worthy of special mention. One is an account of the Peninsular Battles, Gamonal and Somosierra, fought in November, 1808; the other is a detailed and useful military report on the Italian colonies. The former article is brought to an end in the October number, which, amongst other valuable material, contains some interesting photographs of the scene of operations in Morocco.

The most interesting article in the *Memorial de Caballeria* for August is entitled 'The Military Disease of the Modern Day.' This is, put briefly, lack of interest in military matters. The writer says that gas and aircraft are, everybody is agreed, going to have an enormous influence on warfare of the future, but nobody has taken the trouble to thrash out thoroughly what this influence will be. He says the truth of the matter is that the late war did not produce any great soldier—or, if it did, he holds his tongue. The September number has a thoughtful article by the same writer (who signs himself 'A') on the duties of the Higher Command, 'the corner stone of every army.' The most important article in the October number deals with communications in war in general and railways in particular.

There is a pleasant couplet about an old soldier who had fought under Marlborough and who was naturally exceedingly proud of it. It was as follows :—

'And Blenheim's field becomes by his reciting  
As long in telling as it did in fighting.'

Somehow, I am generally reminded of this when I look at the *Cooperazione delle Armi*. The subject matter is excellent, but the authors are, to put it mildly, wordy. In the July number the best articles deal with Aviation in Mountain Warfare and Co-operation between Cavalry and Cyclists. The August number has an article entitled Spiritual Co-operation, which, though verbose, contains some thoughtful remarks. For example, it says that there are now two schools of military thought: one regards war of the future as a problem of psychology rather than strategy; the watchword of the other school is just 'Tanks.' Between them, poor old strategy seems rather relegated to a back seat. Another remark of the writer's is 'Society assigns to the officer of the present day an elevated social mission and demands that he should be the apostle of the most sacred of all propaganda—the propaganda of National Duty.' 'Do your duty' is, no doubt, an excellent trumpet-call, but apt to be monotonous if repeated in society *ad infinitum*. (Moreover, it rather suggests 'Be more fruity.') Another article contains an interesting historical sketch of the Bersaglieri. The September number has an excellent article on Intellectual Preparation for War, by Major Canevari. This contains a spirited protest against those fine writers who think that wars are just meant for them to write high-flown, high-brow, and highly-coloured accounts of their feelings and experiences. The October number contains a useful article by Colonel Fettareppa on the present-day organisation of the Italian Cavalry, and Major Canevari's article is brought to a conclusion. The *Cooperazione delle Armi* always has a large space devoted to reviews both of books and periodicals. These are invariably admirably done and of considerable value to the student of modern military literature.

*Alere Flammam* for September–October has articles on modern Italian tactical theories, the events of 1809 in the history of the Tyrol, and a long review of General Grazioli's

recently published work on the Battle of Rivoli. Another article deals with the 'aucâf' in Libya; this is a kind of native fund set aside for the support of the mosques and other religious institutions and charity in general.

The Warsaw Institution of Military Science has published an interesting little pamphlet on its activities in the years 1918-1924. During this period it has founded a military review, *Bellona*, another which translates important military articles in the foreign periodical press, and a weekly paper for the benefit of the rank and file. It has also collected together a library consisting of over 60,000 volumes. It also arranges for lectures on military subjects. *Floreat*.

The *Schweizerische Vierteljahrsschrift für Kriegswissenschaft*, Pt. 3, has an interesting article on chemical warfare, with graphs showing the casualties due to gas in the European War. The article on the Marne by Lieut.-Colonel Bircher is continued, as are Colonel Lebaud's lively 'Impressions de guerre'; this section deals in a lively, pleasantly written manner with his experiences from September 10 to 19, 1914. Major Welsch's article on Cavalry in the Palestine Operations is brought to an end.

The *Vojenské Rozhledy*, or *Czecho-Slovakian Military Review*, Nos. 7-10 of 1925 of which have been presented to the CAVALRY JOURNAL, continues to contain articles of special and general military interest. The *Review* evidently watches carefully progress in other European armies, and has a separate section each month devoted to them.

*The Outpost*: the Official Organ of the Permanent and Auxiliary Forces of Southern Rhodesia is, judging from the July and August numbers, a very readable periodical. These contain an interesting history of the Mashonaland Rebellion by H. Marshall Hole, and a very sensible, anonymous account of English Public-School Boys in Colonial Life. Readers of the CAVALRY JOURNAL will note, it may be with pride, it may be with pain, that the writer of this article says:

‘Colonials distinguish between Scots and English. They prefer to do business with the latter, especially when it comes to selling a horse.’ Horses apart, it is, I understand, impossible to sell a Scot a ‘pup.’

The *Journal of the United Service Institution of India* for July begins with some very interesting ‘Personal Recollections of the late Commander-in-Chief,’ by Major-General Sir W. Hastings-Anderson, who first met Lord Rawlinson on the veldt in 1901. Bt.-Major B. C. Denning contributes a thoughtful article (reprinted from the *R.E. Journal*) on the ‘Concealment of Forward Communications from the Air in Moving Warfare,’ in which he draws attention to the fact that ‘the art of concealing moving troops is in its absolute infancy.’ ‘Ordnance Mule’ writes on ‘F. S. R. and the Principles of War,’ three illuminating pages which distinctly have, and appropriately from his *nom de guerre*, a ‘kick’ in them; and the Correspondence Section, only recently started, adds greatly to the interest of the *Journal*. The October number is full of good things, such as Lectures on the Manchurian Battlefields, by General Sir G. de S. Barrow; the Engagement of Black Hill Piquet, December 21, 1919, and the Affair at Qatia on the Sinai Front, 1916, by Major-General Sir G. F. MacMunn. ‘Reminiscence’ writes on ‘A Side Show in the Aftermath of the World War,’ which deals in a very vivid manner with adventures in Transcaucasia in 1919. Here he came across the President of the Republic of the South-West Caucasus who was called Ahmed Robinson! But the Robinsons were always an enterprising family from the Swiss Family Robinson onwards. Another very interesting article is ‘Weather and War,’ by Captain R. J. Wilkinson; it contains what appears to be a rather happy misprint: ‘Cæsar employed astrologers to warn him of “suspicious” dates.’ The methods of the *auspex* may have been suspicious, but, as his name implies, it was his job to find out auspicious moments. Not the least interesting parts of this issue are

to be found in the editorial, which contains a spirited protest against slavishly sticking to manuals without allowing that anything can happen for which they do not provide, and in the Correspondence Section, which has evidently 'caught on,' as the saying is, with the readers of this very excellent *Journal*.

The *Canadian Defence Quarterly* for October is very strong on the historical side. All the following articles are very good reading: 'The Action of the Canadian Cavalry Brigade at Morueil Wood and Rifle Wood, March and April, 1918'; 'The Relation of Ground, Tactics and Strategy at Austerlitz,' by a Party of British and Canadian Officers (of exceptional interest); 'Stonewall Jackson and the Engineers,' *i.e.*, a 'gang of negroes directed by civilian railway contractors'; the Difficulties of Unified Control of Allied Operations, that is to say, in Marlborough's day; 'German Strategy at the Opening of the Great War,' and the Medical Services of the Red River Expedition, 1870-71. This expedition was remarkable for two things. It brought to public notice a young Colonel Wolseley, who was destined to go very far in his profession, and it was a dry expedition. 'No liquors were used, only a small supply being carried by the medical officers.' There is also a biographical sketch and portrait of General Sir W. D. Otter, K.C.B. As usual, this quarterly is both most readable and at the same time instructive.

F. J. H.



## RECENT PUBLICATIONS

'An Account of the Battle of Liao-Yang,' with questions and 10 maps for examination purposes. By Major-General Sir W. D. Bird, K.B.E., etc. Gale and Polden. 8s. 6d. net.

THOSE unhappy people who have to answer questions in military history and those equally unhappy people who have to set them should be deeply indebted to Sir W. D. Bird, who, to a long list of works, all of which should be very familiar to the two classes mentioned above, has now added this admirably clear and well-balanced account of Liao-Yang. Sir W. D. Bird tells us why General Kuropatkin lost the battle and why the Japanese won it, and he shows the lessons that are to be learnt from it. Unlike some of those dreary, dogmatic, long-winded, pedantic, bores who used to write (*Consule Planco*) on the *Grundzüge der Strategie*, he does not ignore the human element and points out, for example, that a general 'tired out physically and mentally, and also depressed by misfortune' is more inclined to preserve his army by retreat than to risk it by a vigorous advance. I am not the first to say that General Bird is the modern Hamley, but I do not think any one else has pointed out how very much more readable he is than the author of 'The Operations of War.'

Prophecy is not the business of a reviewer, but I will chance it, and say that so long as the Russo-Japanese War is studied this is a book which will be reprinted many times.

F. J. H.

‘Common Mistakes in the Solution of Tactical Problems and how to avoid them.’ By Lieut.-Colonel A. B. Beauman, D.S.O. The York and Lancaster Regiment. Hugh Rees. 2s. 6d.

IN a foreword, Major-General Sir W. H. Anderson, formerly commandant of the Staff College, Camberley, recommends this book to all officers except those few—favoured or unfavoured—who rise to heights in the examination room far above their normal level in the field or in training their men.

The various mistakes to be avoided are grouped under such headings as The Attack, The Defence, Outposts, Orders, and are all dealt with in turn. Some of them which concern the use of mounted troops are such as would surely never be made by any reader of the CAVALRY JOURNAL; but the book is intended for the use of officers of all arms who are studying for the Staff College and promotion examinations, and it should prove of great use not only to them, but to all those interested in the study of tactics. R. H. O. H.

‘Letters of a once Punjab Frontier Force Officer.’ By Colonel J. P. Villiers-Stuart, C.B., D.S.O., O.B.E. Sifton Praed. 5s.

THIS very enjoyable little book is a successful attempt on the part of the author to convey a picture of the fighting on the North-West Frontier of India to a man who has never seen the frontier.

It is short and simple in form, but it brings out the salient points and states where more detail can be found by those who want it.

The writer lays stress on the value of Cavalry on those occasions when they can be used, and suggests that perhaps they might be exploited more fully than they often are.

R. H. O. H.

‘The Complete Guide to Military Map Reading.’ Numerous exercises and fully illustrated. Seventh Edition. Gale and Polden. 3s. 6d. net.

THIS excellent little book has been written with a constant eye kept upon a War Office amended Syllabus for First and Second Class Certificates of Education, and any student who masters it should find it of great assistance for the purpose of procuring such a certificate. Not the least interesting section is that which deals with the annual variation of the compass, the ‘causes of which scientists have not been able satisfactorily to settle’ any more than they have been able to explain why (as many an Italian opera singer has told us) *la donna è mobile*. F. J. H.

‘Campaigners, Grave and Gay.’ Studies of Four Soldiers of the Eighteenth and Nineteenth Centuries. By Lieut.-Colonel L. H. Thornton, C.M.G., etc. Cambridge University Press. 7s. 6d. net.

WITH the possible exception of ‘Warriors in Undress’ by the War Office Librarian (John Castle, 10s. 6d.) I do not know any book dealing with military history published in the last twenty-five years or so that I have read with greater pleasure than this. Colonel Thornton has taken Marshal Saxe, Rollo Gillespie, Peterborough and Wolfe and shown them, not only as great commanders, but also as human beings. And Saxe, in particular, was excessively human; as Colonel Thornton pleasantly puts it, he ‘burnt the candle at both ends and in the middle.’ Colonel Thornton’s book is Military History Without Tears, for, in addition to many delightful anecdotes of a personal nature about the four soldiers of whom he writes, there are brief and very lucid accounts of the campaigns in which they fought. When one thinks of the Stygian stodginess of many military histories of the past one cannot but congratulate the young

officer of the present day in having history put before him in such an exceedingly pleasant and attractive guise as in this book.

F. J. H.

‘Notes on the Operations of the British Expeditionary Force, August 22nd to September 9th, 1914.’ By W. Moore. W. S. Paine & Co., Hythe. 2s. 6d.

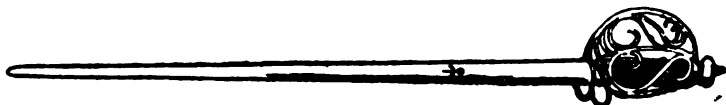
THIS book is an elaboration of the notes made by the writer of it when preparing to pass for promotion. They are very clear and the book is written in a very attractive manner. Von Kluck’s mistakes and weaknesses are pointed out with delightfully plain speaking. He disregarded the orders of his superiors, was given to guessing—and guessing wrongly; sent his Cavalry on wildgoose chases and entirely neglected to take into consideration the personality of the British general to whom he was opposed. Some etymologists derive the name Kluck from the German word *Klug*, meaning ‘wise.’ In this particular instance this seems a peculiarly inappropriate derivation.

F. J. H.

‘Imperial Military Geography.’ By Captain D. H. Cole, M.B.E., A.E.C. Sifton Praed. 10s.

THIS valuable book has reached its third edition within two years of its original publication. It has been very largely re-written and considerably enlarged : it has also been brought up to date on such important matters as Beam Wireless and the status of Southern Rhodesia, and the maps are much improved. The price remains the same.

R. H. O. H.



## SPORTING NOTES

### RACING

#### *The Autumn Meetings*

THE CESAREWITCH was won by Mr. A. K. Macomber's Forseti. Thus for the second time in three years the race was won by a French-bred horse, the previous occasion being in 1923, when the same owner won with Rose Prince.

The race, as is generally the case, was a profitable one for the bookmakers. Mrs. Cayzer's Tatra, a three-year-old filly that only began to come to hand in the autumn but had afterwards shown most convincing form, was favourite until a short time before the race.

Unfortunately for her owner, lameness developed, and the pen had to be put through her name. Then Winalot, Mandelieu and Vionnet were greatly fancied.

A horse that had been quietly talked of for a long time was Confirmation, and inside the distance it looked as though he was going to bring off a real old-fashioned *coup*, but close to home he weakened, and was passed by Forseti and Motley, the former coming away in the last 100 yards to win by a length and a half.

Mandelieu showed some justification for his position in the market, but Vionnet and Winalot never showed in the race. Juldi fell halfway across the flat.

The winner is a black gelding by Negofol—Foresight. For some time he was a disappointing performer in England and, after being 'added to the list,' ran badly in last year's Cesarewitch. This year he showed distinct improvement and, after winning at Sandown Park in June, gained two further successes in France.

He was sent over to England a short time before the race to complete his preparation under the care of S. Darling at Newmarket.

Mr. Macomber's colours, red and white stripes, red sleeves, white cap, are well known both in France and England.



Photo by Clarence Hailey.



Photo by Clarence Hailey.

Mr. Macomber, not satisfied with his victory in the Cesarewitch, proceeded to rub it in by annexing the Cambridgeshire with another French-bred horse in Masked Marvel. Only once previously have the two races been won by the same owner with different horses, viz., in 1884, when Mr. Hammond won with St. Gatien and Florence.

In 1885 both races were won by Plaisanterie, and, though we have not the necessary books of reference, we believe that she, too, was French-bred. There has been a certain amount of criticism lately levelled at our handicappers on the ground that French horses have been let into handicaps at too light a weight. One wonders what would be said nowadays if a horse won the Cesarewitch carrying 7-8 and then proceeded to annex the Cambridgeshire under 8-12, as was the case with Plaisanterie.

Favouritism rested with the Duke of Westminster's grand horse Twelve Pointer; but though he was prominent at the Bushes, 9-5 proved too much for him.

The start was a good one. The first to show in front were Brighter London, Coram, Mademoiselle M. and Pons Asinorum. Twelve Pointer and Masked Marvel were also prominent. At the Bushes, Pons Asinorum for a moment looked like winning, but descending the hill, Masked Marvel began to draw away, and running on with great resolution, won by a length and a half. Blue Pete was third.

The winner is a brown colt, three years old, by McKinley—Maskara. He had previously run sixth to Priori II in the Prix de l'Arc de Triomphe, and unplaced to Belfond in the Prix de Jockey Club. Both these races were over  $1\frac{1}{2}$  miles, and at home he was reported to be equal to Sirdar, so he was certainly not overburdened with 7-9.

THE MIDDLE PARK STAKES saw the first defeat of Coronach. He was confidently expected to beat Lex, but Lord Woolavington's chestnut is a hard puller and Archibald had great difficulty in getting him to settle down. This may have taken something out of him as he finished somewhat weakly and was defeated by a neck. Unless Darling can get him to take things quietly, his temperament will seriously prejudice his chance in next year's classics.

THE DEWHURST STAKES, run over the last seven furlongs of the Rowley Mile, resulted in a win for Lord Barnby's ch. colt Review Order (by Grand Parade—Accurate). In the Free Handicap he is weighted at 7 lbs. behind Coronach, but this estimate will now have to be re-considered. We took particular note of him, both at Ascot and Goodwood, as a colt of great promise, and though Grand Parade's stock are not famous for developing into stayers, he will have to be seriously considered when the time comes for the 2,000 Guineas to be decided, provided that all goes well with him in the mean time.

### THE DONCASTER SALES

Large prices were paid for yearlings at Messrs. Tattersall's annual sales, the total for the four days reaching the immense sum of 323,018 guineas.

The following realised 3,000 guineas or over.

	Guineas
f by Tatratema—Confey (Mr. Crawford) ... ..	12,000
f by Gay Crusader—Tete-à-Tete (G. Lambton) ... ..	10,500
c by Swynford—Dorcea (Lord Glanely) ... ..	6,200
c by Tetratema—Bettyhill (Scobie) ... ..	6,100
c by Bachelor's Double—Santa Minna (G. Lambton) ... ..	6,100
f by Gay Crusader—Rododaktylos (Mr. Morris) ... ..	6,000
c by Gainsborough—Glaciale (Lord Beaverbrook) ... ..	5,800
f by Orpheus—Renaissance (G. Lambton) ... ..	4,800
f by Hainault—Vibration (Sir C. Hyde) ... ..	4,700
c by Buchan—Orlass (B. Jarvis) ... ..	4,500
f by Buchan—Herse f (Lord Beaverbrook) ... ..	4,400
c by Lemonora—Tetrabbazia (A. Taylor) ... ..	4,200
c by Gay Crusader—Tubercurry (Mr. Crawford) ... ..	3,800
c by Gainsborough—Queenlet (Sir C. Hyde) ... ..	3,600
c by Bachelor's Double—Coney (Mr. Creed) ... ..	3,500
f by Bachelor's Double—Credenda (D. Peacock) ... ..	3,500
c by Buchan—La Tosca (G. Lambton) ... ..	3,400
c by Spearmint—Judea (Mr. Creed) ... ..	3,400
c by Son-in-Law—Lady Josephine (F. Archer) ... ..	3,300
c by Phalaris—Desmodina (Mr. Beer) ... ..	3,300
c by Swynford—Lady Farmer (Mr. Creed) ... ..	3,200
f by Stefan the Great—Celiba (Lord Wimborne) ... ..	3,000
f by Phalaris—Bay Maiden (F. Darling) ... ..	3,000

Last year we referred to the fact that when the time comes for the decision of the 2,000 Guineas, some horse is frequently rushed into a prominent position in the market on the strength of reports of abnormal improvement during the winter, but the result of the race proves that the two-year-old form is correct.

The Free Handicap is the quickest and most reliable guide to this.

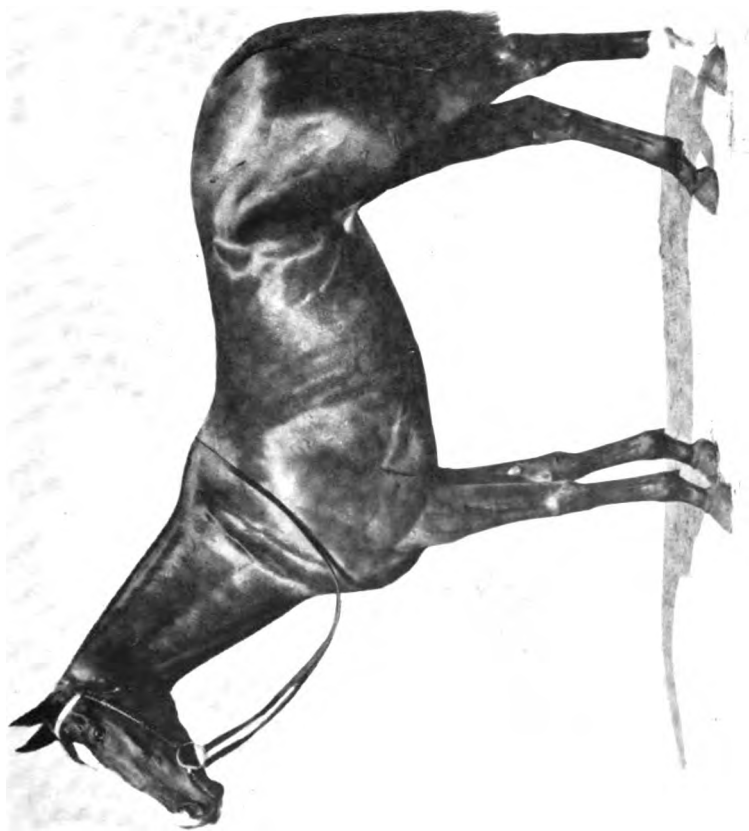




Photo by Clarence Hailey.

SOLARIO.

Below will be found the weights allotted by Mr. Dawkins :—

	st. lb.		st. lb.		st. lb.
Coronach.....	9 0	Quick Stick.....	7 11	Pard.....	7 6
Legatee .....	9 0	Part Worn .....	7 11	Romany Rye .....	7 6
Lex .....	8 10	Tenacity .....	7 11	Silver Crag .....	7 5
Apple Sammy.....	8 10	John's Son .....	7 11	Ripolin .....	7 5
Monk's Way .....	8 8	Astrologer .....	7 10	Kate Coventry ..	7 5
Tolgus .....	8 8	Foliation .....	7 10	Himera .....	7 5
Review Order.....	8 7	Karra .....	7 9	Bay Friar .....	7 5
Legionnaire.....	8 7	Part One .....	7 9	Resplendent .....	7 4
Colorado .....	8 6	Comedy King .....	7 9	Grey Steppe .....	7 4
Bella Minna.....	8 6	Mirawala.....	7 9	Donnina .....	7 4
Moti Mahal.....	8 6	Sun Yat-Sen .....	7 8	Brazen .....	7 3
Phanarite .....	8 5	Artist Glow.....	7 8	Coed Canlas.....	7 3
Spinel Ruby .....	8 5	Plimsol .....	7 8	Obdurate.....	7 3
Short Story.....	8 4	Sonatina .....	7 8	Blackmoor .....	7 3
Helter Skelter.....	8 3	Flying Scud C.....	7 8	Lady Lawless .....	7 3
Fohanaun .....	8 3	Stasiarch.....	7 8	Blackwood .....	7 3
Friar Wile .....	8 1	Amilcar .....	7 7	Bognor.....	7 3
Nothing Venture .	8 1	Citronade .....	7 7	Gay Bird.....	7 2
Embargo.. .....	8 0	Reprisal F .....	7 7	Mayrian .....	7 2
Rolla Royce.....	8 0	Herbalist.....	7 7	St. Mary's Kirk ..	7 2
Swift and Sure ...	8 0	Buckler .....	7 7	Simeon's Fort.....	7 2
Volta's Pride .....	7 13	Happy Recruit ...	7 7	Granada .....	7 1
Aloysia .....	7 12	Sweet Cicely .....	7 7	Simony .....	7 1
Jessel .....	7 12	Crimson Square C	7 7	Pharan.....	7 1
Dodder .....	7 12	Gliding Orb.....	7 7	Urgent.....	7 1
Devachon (Thought		Pantera .....	7 7	Grand Glacier.....	7 1
Reader f).....	7 12	Booklet .....	7 7	Vervelle .....	7 1
Seamaid C .....	7 12	Pamphilla .....	7 6	The Sloat.....	7 0
Defend.....	7 12	Mr. Clever .....	7 6	Bewitched .....	7 0
Pillion .....	7 12	Polly Goodgame...	7 6	Some June .....	7 0
Finglas.....	7 12	Doushka .....	7 6	Green Goddess ...	7 0
Golden Fairy .....	7 11				

#### RACING IN INDIA

##### *Calcutta Monsoon Races—1925*

The Calcutta Monsoon Races commenced this year on Saturday, July 25, and were continued on every Saturday till October 3.

The races are for third and fourth class horses and open and closed hurdles races.

The course is built on a foundation of brick and ashes, so that the drainage is perfect.

Mr. F. Dee was the most successful owner, winning altogether Rs. 28,500/—.

The total amount of prize money during the entire meeting amounts to Rs. 2,65,400.

A notable feature was the success of last year's 'Griffin' scheme. The 'Griffin' scheme is a scheme by which Rs. 1,500/— is deposited with the Royal Calcutta Turf Club by a certain date; when that date is reached, if there are sufficient applicants for horses, the Turf Club informs its Agents at home, who buys the requisite number of horses.

These horses are delivered in Calcutta about the first week in November, are kept by the Turf Club for a month and then vetted. They are then drawn for by the various applicants, who have to put down a further Rs. 1,500/- when they get their horse.

Races are framed during the monsoon races for 'Griffin's' only.

A great number of horses imported under this scheme last year have turned out very well, and there were very few failures.

Another notable feature this year was the popularity of the hurdle racing. There was a hurdle race on every day except two, when there was either a jumpers' flat race or an amateur flat race.

Open and closed hurdle races were run on alternate Saturdays. A closed hurdle race is a race for horses that have not won an open race of any description, value Rs. 350/- or over, to be ridden by G.R.s only.

Of the amateurs, the most successful were Mr. Weber of the 12th Cavalry with five wins (two open and three closed), Captain Pearson, late of the Poona Horse, two wins (two closed), and Captain Leetham, 11th Hussars, one win (open).

Mr. Weber's was a very creditable performance; notice should be taken of him when he comes home.

#### ARMY CRICKET

##### *The late Captain R. St. L. Fowler*

The premature death of Captain R. St. L. Fowler was not only a loss to cricket in general, but was a terrible blow to Army Cricket. Captain Fowler was the very foundation on which every Army XI was built since the war.

There is no need to compare his skill with that of his fellows. As a player, his name will live for ever, but in him was personified the very soul of 'cricket,' the game and the metaphor.

If he had a failing it was only that he seemed incapable of making runs or taking wickets when it did not seem to matter. At a pinch, he never failed. When the early Army batsmen disappointed, the cry went up in chorus, 'Well, there is still old Bob.' And he invariably came to the rescue.

The pity is that he never played for England. He must have been very nearly worth his place, if only for his resolution. Captain Fowler would have been captain of the Army XI in 1926, and we can but hope that Army cricket may long remain linked with the spirit of its departed leader-elect.

The Army XI had quite a successful season. The opening match, against Cambridge University, resulted in a reverse, but Oxford University and the Royal Navy were both defeated, and in the final match, against the Public Schools, it is no exaggeration to say that the Army had a good deal the better of what little play there was.

The feature of the Army batting at Cambridge was a capital innings of 117 by Mr. G. J. Bryan, R.E., who hit hard and often. Mr. H. R. Kirkwood, A.E.C., was the only Army bowler to meet with much success and in taking the first five wickets achieved a creditable performance. The Army batting

in the second innings was consistent rather than brilliant, and Cambridge were set very few runs to make, which they made for the loss of two wickets.

Mr. F. G. Arkwright, 12th Lancers, made his *début* for the Army in this match, and although he did nothing remarkable he did quite sufficient to secure a further trial next season.

The match at Oxford produced a splendid finish, and resulted in a victory for the Army by twelve runs, with ten minutes to go. The winners owed their success almost entirely to the batting of Mr. E. S. B. Williams, Rifle Brigade, and to the bowling of Captain P. Havelock-Davies, Royal Tank Corps.

In making 209, the highest individual score hit for the Army since the war, Captain Williams played very high class cricket. He made no mistake, and scored most of his runs by drives in front of the wicket which gave the fieldsmen no chance. It is seldom nowadays that one sees such old fashioned, yet orthodox, hitting.

In capturing seven wickets for a fraction over ten runs apiece Captain Havelock-Davies bowled really well, and deserved every wicket he took. Captain Havelock-Davies played for Oxford in 1913-14, and perhaps it was his return to the happy hunting ground of his youth that inspired him to give of his best. In any case he has never before bowled so well for the Army.

No mention has been made of the outstanding performers on the other side, but one can hardly pass over the delightful batting of Mr. K. S. Duleepsinhji and the bowling of Mr. H. J. Enthoven at Cambridge, and the very fine all round form of Mr. E. T. R. Holmes at Oxford.

Our old rivals the Royal Navy fared most disastrously at Lords. They failed dismally in their first innings against the bowling of Mr. A. C. Gore, Rifle Brigade, who took eight wickets for under six runs apiece, and then in their second innings were again dismissed for little more than 100 when they required nearly 300 to save an innings defeat. There are not many better bowlers in England than Mr. Gore, when he is bowling well, and it is a pity that the foemen were not more worthy of his steel. It might have been interesting to see Hobbs, Sutcliffe, and some of the other renowned professors playing Mr. Gore that day.

Captain Williams made another hundred in this match, and Mr. R. E. H. Hudson, R.A., compiled what is hoped will be the first of many centuries for the Army. It can truly be said of Mr. Hudson, as of several other Army batsmen, that if he had more opportunities of playing first-class cricket he would surely make his mark.

The Public Schools match was ruined by the weather. After dismissing the boys for some 250 runs, play was so curtailed that the Army was not able to make quite 100 for the loss of one wicket.

One of the features of the season was the very marked improvement in attendance at the Army and Navy match at Lords. It really did look as though in course of time this match would become a really popular function.

It is sincerely hoped that it will.

The success of the past season was very largely due to the untiring efforts of Captain W. A. C. Wilkinson, Coldstream Guards, who undertook the duties of Captain and Honorary Secretary.

All cricketers will realise what an enormous amount of work this has entailed, and their gratitude is due to him for all he has done for Army cricket.

#### CAVALRY CLUB GOLFING SOCIETY

The Society has held two meetings this year, in May and October. Both were held at Princes, Sandwich.

At the Spring Meeting there were 24 entries, the winner being Captain Bache Hay, who defeated Colonel Dalgety in the final.

The Autumn Meeting secured 22 entries, and the Committee had taken advantage of the new rule to reduce Captain Bache Hay's handicap by two strokes. This, however, proved quite insufficient to stop him, and, after a comfortable passage through the earlier rounds, he easily defeated Major C. B. Ormerod in the final.

A suggestion has been made that the next meeting should be held at Wimereux, near Boulogne, and members have been circularised with a view to ascertaining whether the proposal is likely to meet with general support.

#### CAVALRY FOOTBALL ASSOCIATION

The undermentioned have been appointed to the Committee:—Colonel Commandant B. D. Fisher, C.M.G., D.S.O., Chairman; Major V. E. Mocatta, O.B.E., 14th/20th Hussars; Captain S. C. Dumbrook, The Royals; Captain S. P. Keyworth, Royal Horse Guards, Hon. Sec.

A representative match will be played between the 1st and 2nd Cavalry Brigades at Tidworth on Saturday, March 20, and it is hoped to arrange a match between the Southern Command and the Cavalry Football Association, the date to be arranged later.

The following is the result of the draw for the season 1925-26:—

##### *1st Round.*

Match 'A.' 8th Hussars v. 13th/18th Hussars.

##### *2nd Round.*

Match 'B.' 17th/21st Lancers v. 14th/20th Hussars.

Match 'C.' 10th Royal Hussars v. Royal Dragoons

Match 'D.' 3rd/6th Dragoon Guards v. Royal Horse Guards.

Match 'E.' Winners of 'A' v. 7th Hussars.

##### *Semi-Finals.*

Match 'F.' Winners of 'C' v. Winners of 'D.'

Match 'G.' Winners of 'E' v. Winners of 'B.'

First Round to be played by January 30, 1926.

Second Round to be played by February 13, 1926.

Match 'F' will be played at Aldershot on February 27, 1926.

Match 'G' will be played at Tidworth on February 24, 1926.

The Final will be played at Aldershot on March 6, 1926.

#### THE HUNTERS IMPROVEMENT AND NATIONAL LIGHT HORSE BREEDING SOCIETY

The Hon. Alexander Parker, presiding at the meeting of the Council held in November, announced that 162 candidates had been nominated for election, making a total addition of 238 to the membership during 1925.

In view of his invaluable services to the Society, the Council resolved to confer on Mr. Romer Williams the Honorary Membership of the Society.

Representations have been made to the Ministry of Transport in respect of certain essential and practical points in connection with the maintenance and improvement of highways in which members of the Society are interested.

The following are the points to which the Society attach special importance :—

1. That the roads should be made with a non-slippery surface suitable for the use of horses and cattle as well as for motor cars.

2. That where grips are cut in the roadside waste for draining, they should be piped and covered in.

3. That grass verges should be installed on all new roads of sufficient width to allow for horses to be ridden along them.

The forty-second Spring show will be held in conjunction with the War Office on March 2, 3 and 4, whilst the National Pony Show will take place on the two following days.

The Finance Committee reported available balances of £313 11s. 2d. on the current account, and of £500 0s. 0d. on deposit.

#### THE NATIONAL PONY SOCIETY

The Ranelagh Club has again kindly placed its grounds at the disposal of the Society on April 23, for the holding of its Annual Spring Show.

#### A MEET OF THE CAPE FOXHOUNDS

The setting sun is slowly withdrawing his broad warm hand from off the land as we steam out by the evening train from the chill and darkling shadow of Table Mountain, and rattle off across the "Flats" for the hunting-ground beyond.

Our Colonial railway system may not be so speedy as those at home, but it is infinitely more advanced in one particular : its hunting rates for horses, hounds and men are of the lowest. Therefore, with blessings on a directorate so sporting, we seldom fail to largely patronise the rail for hunting needs.

But to-night we are not many on the train; besides the Master and myself (who act as whip) there are no members of the hunt aboard. To-morrow a new Governor arrives from England, and all the garrison must be there to see him safely in. But, in order that the farmers of the district may not miss their fun, a special dispensation from parade has been granted to the Master and myself, and thus we find ourselves travelling forth to take up our night's quarters at Maasfontein, in readiness for daybreak hunting e'er the dew has left the grass and the sun has parched the scent.

In less than an hour we have reached the lonely little station and, after disembarking hounds and horses, we jog away in the gathering darkness over the two miles that separate us from the village. Our baggage we carry with us as is the custom of the country, in saddle bags. In a hollow in the open downs we come upon the village, and as we pass its single, long, tree-shaded street, the men and housewives peer out from their lamplit doors. We lodge both hounds and horses in the stables of the single-storeyed village inn, and here we find a number of hunting farmers, who have come over in their waggons for the meet; for every Dutchman's waggon forms his travelling home for markets, meets or fairs. And, while we tackle supper, they sit around and smoke, and talk of what the sport will be.

What quaint old fellows are these rugged bearded Dutchmen! Slow, well-nigh to denseness, outwardly, yet in reality full of sporting instinct, and also quick to see and to resent any display of English hauteur or attempt to patronise. They have simply to be treated as equals and as friends; the true freemasonry of sport will do the rest. It is a pleasure to see how their dull faces can light up and their whole demeanour change as they begin to talk on sport. After giving a hopeful view of prospects for to-morrow, the conversation turns on other lines, and soon we are thrilled with vivid tales of bygone days when lion and tuskers formed the quarry in these same districts, whence now we scarce can find a jackal.

But these sportsmen are not late sitters, and just as one is beginning to think whether it is quite good enough to hear another lion story at the risk of being asphyxiated with the reek of gin and Boer tobacco, they rise, and with their hoarse 'Goede-nachts,' they clatter out into the darkness towards their travelling bedrooms. Nor do we long outsit them, for as the pig-song says:

'To-morrow, by dawn, we must be on our ground.'

After a final sip of whiskey from our private stock, and a glance round the stable and the temporary kennel in the washhouse, we turn into our beds in the one bare empty room.

Our sleep is soon slept. The unrest natural to the night before a hunting day, like John Peel's cry, soon 'calls me from my bed,' and I slip out and indulge in a glorious 'tub' in the horse-trough in front of the inn. It is just daybreak, or, as the Dutch term it, 'the light for seeing the horn of an ox'; a glow is in the sky behind the eastern hills, and on the village camping-ground the twinkling fires show that the farmers' 'boys' are

preparing the morning coffee. An hour later this same campground or 'uitspan,' as it is called, is the scene of our meet.

The farmers soon join us, mounted on their wiry unkempt little horses, their rusty bits and stirrups being as unlike the turnout of the English hunting-field as are the riders' corduroy trousers, hob-nailed boots, and wide flapping hats. But, dirty and ragged though they be, the horses are both clever and quick in bad ground, and wiry and enduring to an extent that would hardly be expected from their narrow chests and quarters; while the riders, stolid and grumpy as is their usual demeanour, will rouse up like schoolboys and go with the keenest when once there is a fox afoot.

Cups of coffee from the ox-dung camp fires are passed round, and then the everlasting pipes come out and are filled by the simple method of plunging them into the capacious coat pocket, which is kept filled with loose 'Boer' tobacco. The strong aroma hangs as heavily as its blue smoke on the raw morning air, and promises a fine scenting morning as we trot away from the uitspan towards our hunting ground.

Our hounds would perhaps look strange at home—their best admirer could scarcely call them a level lot; but this need not be wondered at when it is remembered that we have to take what we can get from kind-hearted Masters all over England. The fatal 'dog-sickness' of South Africa plays such havoc in the course of a season as to necessitate a fresh draft from home every year. Shipping charges are very high, and the funds of the hunt are *per contra*, very low, so it is not surprising that our pack is a somewhat mixed one. But although a 'rum 'un to look at' it is a 'good 'un to go,' and every hound in it this fine morning looks hard and fit for anything.

At their head rides our Master, as fine a specimen of the British soldier-sportsman as you would meet in a day's march. (Poor Turner! he gave up the hounds not long after the day I am here describing, and he now lies buried on the banks of the Sabi, away there beyond Mashonaland.)

Besides myself rides George, our whip, a Cape lad of nondescript breed, but especially useful in our hunting field, from his proficiency in the art of 'spooring' or tracking the jackal over the frequent patches of sand, which do not carry scent.

As we rise the hill above the village the neighbouring country unfolds itself before us in a succession of undulations of grass and fallow land and occasional patches of low scrub and heather. There are no fences beyond occasional boundary banks, drainage ditches, and dry water-courses. Away to the east and north the downs run up into mountains, while to the westward lie the 'flats,' sandy heath-covered plains, some eight miles in extent, with the grey-blue mass of Table Mountain rising stark and sheer from out the sea beyond them.

Look where you will—except for two or three widely distant clumps of trees, with their white farm-buildings among them—there is little to show that the country is a populous colony. Most of the farms and villages, being built near water, lie hidden in the folds of the ground.

The long, broad shadows cast by the rising sun across the dewy downs are getting shorter as we jog along towards the dark heath-grown hillside

that is our first cover. But e'er we reach it a fresh delay occurs. Over the brow before us there rises first the white tilt and then the nodding horses of a 'Cape-cart' trotting fast to meet us. Within it is De Villiers, or as the rest pronounce it, 'Filjee,' a sporting-hearted farmer, who, although he does not ride himself, loves to see others do it boldly if not well, and to that end he never fails to bring a good supply of 'jumping powder' and other similar aids to horsemanship.

In the present case this diversion is particularly conducive to sport, as it serves to keep our usually overenergetic field well occupied while hounds are drawing cover. The Master waves them in, and George and I take up our places at opposite corners to view the fox away. From where I stand below the crest I see but little of the cover and of the hounds at work in it; but another entertainment comes to me. Anon there is the slightest rustle in the bush, and stealthily a hare slips out and squats quite motionless a few yards from me; she hearkens backward, her great dark eyes bright-glistening in the sunlight; and then she turns and hunches in again, but a minute later the Master's cheering voice again sends her palpitating on to the open; a moment's pause, and then away she flits adown the slope and scampers off to other hiding-places. Now creeping up towards me, close along the heather's edge, there comes a string of brown-grey partridges, all scuttling fast in frightened hurry. I wonder who gives them their orders? They act instantaneously. 'Halt!' They all crouch. 'Heads up!' 'Fly!' 'Whirr!' and the whole brown covey are off together down across the ravine; then with stiffened wings they rise the other slope; a sudden wheel, then slide up and up the grassy shoulder without a single flutter till they overtop——

Hark—a whimper! No—yes—another! Followed by the anxious cry of others owing to it.

'Tally-ho! Gone away!' screeches George at the bottom corner.

With a horse like my old 'Toulon,' who knows his business, my shortest way is smack through the cover. So into it we go, plunging here, jumping there, through the heavy heath and scrub. As we come over the hill-top the fun is spread before us. Just in time we are to view him cross the ridge in front—a fine old fox, looking somewhat like the little rover of Old England, but being longer in the leg, he does not stretch himself so close to the ground.

Hounds in cheery chorus are stretching after him, gleaming white and mottled on the green grass slope. And George, not far behind them, in his pink and leathers, riding a bright bay gelding, completes a hunting picture of the brightest colouring, that in the instant photographs itself upon the mind.

And now the Master is through the brook-bog in the bottom, and in our turn we scramble through, bringing on the last tail hounds from out the cover. Then, while we breast the slope, a backward glance shows all our motley field are tearing down to follow us. Now we top the rise and find an open stretch before us; scent is good, and hounds are racing well together. 'Tis grand to gallop thus over such good ground, with hounds lying well away before us, and the field coming equally well behind; while

the keen morning air lightening up the lungs to the extremity of buoyancy gives one a taste of life that is divine.

The going is chiefly through long grass whose only fault is treachery, in the shape of 'ant-bear holes.' These are the burrows of the ant-eater, more commonly known as the ant-bear or ardvark ('earth hog'). Luckily, they are not in this district so plentiful as in Natal and Zululand; and yet one hole is quite enough to spoil your hunting for the day, if not for ever. The ant-heaps, too, are obstacles, but honest ones, because they are not invisible. But on we fly, as though such things existed not, and the pace is good enough to take us clean away from all our following; but, luckily for them, before we've had two miles of this glorious burst a cowboy heads the fox. He turns his line and takes adown the valley to our left, and here he finds a thick and scrubby cover from which lead many blind ravines.

A check, while hounds endeavour to worry out the line, gives pause for the field to come bustling up. Then some dismount to ease their blowing nags, while others ride round to help, as they suppose, the nonplussed hounds. Their noisy babel, as they talk about the run and chaff the late-comers, would annoy were it not so ludicrous to see how much a gallop moves the Dutchman from their cold solidity.

Now one young hand, supposing all is over, offsaddles, as his custom is, and leaves his horse to roll; but at that moment hounds once more hit off the line and, helter-skelter, off we pelt, leaving this young man to gain experience. Onward down the long hillside we press, now bending right, now swinging left, but ever edging on towards the 'Flats.' A ditch and a boundary bank next cause some grief, and further on an ugly dry ravine brings down the Master and turns a large proportion of the field to seek another way.

Hounds now are tailing off a bit. Young Ranger leads the rest, as is his wont, by quite a hundred yards: he's far too fast, but we cannot well afford to trim our pack, else might we well dispense with Colleen too—a small dark bitch, whose only place is at the Master's heels; and even when he's down she waits to see him safely up again.

Our fox now runs through a farmstead where, among the cattle kraals, we get some stone-wall leaping. At length we reach the tract of heath and dunes that forms the 'Flats,' and scent falls light and catchy. Slow hunting here becomes the order of the day, with now and then a sudden burst along some grassy bottom. The field, though much reduced in numbers, is more than ever keen, and follows close—too close—upon the hounds.

'Now, Wanderer, my lad, what is it? Lane?' No worse! Aye, poor old hound, he leaves the line, with drooping head and stern, and walks aside—just glancing up as if to say, 'Don't mind me, old friend; go on and see it out.' And he flings himself, quite helpless, down behind a bush. A little Kaffir tending cows close by agrees to nurse him, and, if he lives, to bring him home; but the hunt will never see Wanderer again. Dog-sickness always for its victims seems to take the best.

With sorrow at my heart, I push along to overtake the bobbing crowd in front, and find them checked beside a stretch of open sand. Here all scent

fails, and George, on foot, is taking up the spoor, hounds following in an interested group. Upon the sand the tracks show where the fox has stopped to listen and then has doubled his trail. Into the bush once more, and—Tally-ho ! he jumps up right before us. What a screech of men and hounds ! Old Piet Niemann rushes past me, lambasting his fully-blown horse with a heavy sjambok, till a sturdy tussock stretches both the rider and his horse upon the sand. The crowd go racing on. Over yonder rise, our fox is viewed ; a minute later we are there, and see the fun below. He doubles in some grass, and round the beauties come, just like a flock of pigeons wheeling—a crash, a snarl, and they roll him over in the bottom. Whow-whoop !



OUR FIELD.

2000

# UNIVERSITY CALIFORNIA



The Charge of the Tenth Hussars. El Teb, Soudan, February 29th, 1884.

*From the original picture presented to the 10th Royal Hussars by H.R.H. the Prince of Wales and the old Officers of the Regiment, June 30, 1886.*

# THE CAVALRY JOURNAL

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APRIL, 1926

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## *THE CHARGE AT EL TEB, FEBRUARY 29th, 1884.*

THE frontispiece is from an oil painting, which was presented to the Officers' Mess, 10th Royal Hussars, by the old Officers of the Regiment, depicting the Charge at El Teb. It was painted by Mr. G. D. Giles, who was present with the Regiment at the time, and is reproduced by permission of the Regiment. Many of the officers and men represented are truthful portraits.

The 10th Hussars left India on 6th February, 1884, en route for home, but on arrival at Aden received orders that the regiment was to disembark at Suakin, where it arrived on 18th February, being received by its old Commanding Officer, General Valentine Baker, who was then commanding the Egyptian Gendarmerie. They disembarked the following day, taking over 300 horses from the Gendarmerie.

An Egyptian Force had been sent to the Eastern Sudan under Baker Pasha to relieve the garrisons of Sinkat and Tokar, who were shut in by Arab rebels under Osman Digmar, but had been hopelessly defeated, and only saved from complete annihilation by the devoted conduct of Baker Pasha, some 2,500 officers and men being killed.

A British Expeditionary Force was sent to Suakin under General Sir Gerald Graham from Upper Egypt to save the position, consisting of a Cavalry brigade, 10th and 19th Hussars,

A

a body of mounted infantry under Brig.-General Herbert Stewart, and two infantry brigades with the other arms.

The force moved to Trinkitat on 27th February, and at 5 p.m. on the 28th the Cavalry moved off; crossing a lagoon of deep mud and water the 10th reached Fort Baker just after sunset, and with the remainder of the force, bivouacked until the next morning. On the following morning (the 29th) the force advanced at 8.30 a.m. The infantry division moved off in a large square, covered about a mile in advance by the 1st Squadron of the 10th Hussars, the remainder of the Cavalry brigade being echeloned from their right, the 10th Hussars in the front line, 19th Hussars in the second.

The Cavalry advance party was engaged in a desultory manner with the enemy during this advance, but located their position on the sandy hillocks surrounding the wells of El Teb.

The infantry now made frequent halts, inclining towards the left of the enemy's position.

The Cavalry moved forward and drew the enemy's musketry fire from the right of his position, and so ascertained the exact disposition of the enemy's line. Having done so they moved slowly back to the left rear of the infantry square, and waited for the attack to commence. The enemy's Krupp guns opened fire on the infantry square, one shell exploding in the centre of it, causing some casualties, but they failed to obtain the range of the Cavalry. The Arabs now descended in considerable numbers from their entrenched position and rushed with splendid courage on the left corner of the infantry square, howling, firing and throwing spears, but the fire of the rifles and machine guns was too deadly to allow of success, and practically all were shot down as soon as they arrived at 200 yards distance.

The Cavalry brigade now received orders to advance, and as it passed the right of the square, the infantry gave them rounds of cheers, they moved forward at a rapid pace, and took not a few prisoners and a quantity of cattle.

Intelligence was brought that the left squadron of the 19th Hussars, echeloned in rear, had been attacked in flank by a body of the Arabs who had suddenly sprung up out of the grass and nullahs, so the brigade was brought back to be nearer to the infantry square, which was again hotly engaged.

The Cavalry brigade now found large numbers of the enemy among the bush, and the two regiments charged again and again, eventually dispersing them. The ground in many places was covered with high mimosa bush which caused gaps in the ranks, thus giving the enemy the opportunity of rushing out from their hiding places, hamstringing horses and stabbing their riders. In this manner Major Slade, of the 10th, while wheeling his squadron from the flank, was attacked by several Arabs on all sides and killed, also Lieutenant F. H. Probyn, attached to the regiment from the 9th Bengal Lancers. Sergeant Cox, who had carried off the regimental prize for swordsmanship, thinking he saw a good opportunity, left the flank of his squadron and charged a group of these savages, but being overpowered by numbers, he lost his life, as also did three private soldiers.

The enemy being dispersed, the squadrons were then halted, some troops were dismounted and opened fire on the enemy retiring through the bush. The infantry continued to advance through the enemy's position round the wells, keeping up a tremendous fire, and passing over their rifle pits and entrenchments, completed the victory.

The total loss of the British force engaged was 28 killed, 2 missing, and 142 wounded, but that of the enemy was calculated at over 2,500, the dead lying in heaps in their entrenchments and rifle pits.

Four Krupp guns, two brass Howitzers, a gatling, and a quantity of other arms and ammunition, were captured.

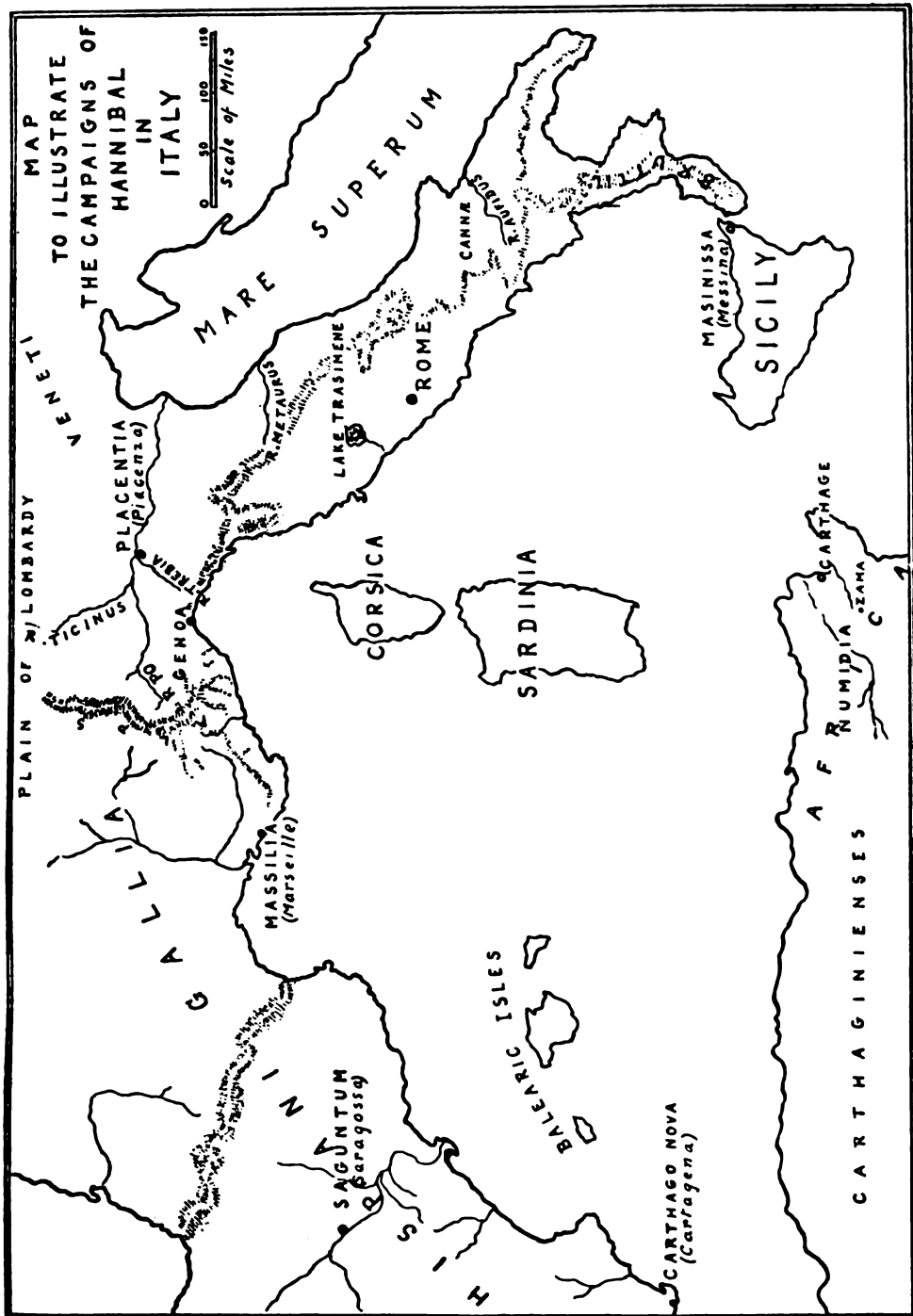
### *THE CAMPAIGNS OF HANNIBAL.*

By CAPTAIN C. F. MARRIOTT, *20th Lancers, I.A.*

IN the course of her march to world-wide dominion, Ancient Rome encountered and overcame many formidable adversaries, the most redoubtable of whom was the maritime State of Carthage, with whom she waged three wars. In the course of the second of these, she narrowly escaped the complete destruction which she eventually meted out to her African rival, despite the fact that in every factor which makes for national greatness she was immeasurably superior to her antagonist. The balance was temporarily redressed by the consummate genius of one who was in early manhood the most brilliant Cavalry leader that ever sat a horse, and who developed whilst still young into the master spirit of ancient war.

About B.C. 300, Rome had established herself as mistress of the entire Italian Peninsula, and further strengthened her position by the manner in which she vanquished Pyrrhus, King of Epirus, who sought to imitate in the West the exploits of his kinsman Alexander in the East. In the natural course of events, she asserted her claim to Sicily, the greater part of which had been acquired by Carthage, whilst the Romans had still been engaged with the Samnites and other Italian foes.

The first Punic, or Carthaginian, War was thus fought for the possession of this island. Space forbids the narration of more than three main episodes of the struggle. Firstly, the Romans, although anything but a seafaring people, wrested, by sheer determination and fighting power, the command of the Mediterranean from their more experienced rivals at an



early stage of hostilities. Secondly, a Roman army which landed in Africa and advanced right up to the walls of Carthage, was annihilated owing to the inability of the legions to cope with a superior cavalry supported by elephants, and skilfully directed by Xanthippus, a Greek soldier of fortune. Lastly, Hamilcar Barca, the father of Hannibal, successfully held on to a portion of Sicily until the island was given up by the terms of the treaty of peace.

The Roman army, which later under Marius and Cæsar developed into a professional long-service force, was at this epoch raised on a basis of universal obligatory service. The quality of the infantry was very high, and the general organisation and equipment far superior to that of any contemporary army, but the cavalry and missile troops had been neglected; and although this state of affairs was gradually remedied as the war proceeded, it was not until experience had been purchased at the expense of a series of costly disasters.

The armies of Carthage, on the other hand, were recruited from almost every country bordering the Mediterranean. Gaul, Spain and various African tribes all sent contingents of mercenaries, but few Carthaginian citizens ever served, except in the higher posts. Nevertheless, despite the lack of homogeneity, the levies which fought under the banners of the Phœnician Republic had, under favourable conditions, certain elements of great strength. The cavalry, recruited from Numidia and Gaul, were particularly formidable, as were to a lesser degree the slingers from the Balearic Islands. Moreover, the employment of the war elephant, an unreliable but formidable arm, was thoroughly understood. Lastly, both Hamilcar and Hannibal exercised supreme command continuously for many years, a great contrast to the haphazard custom by which the Romans, at first, changed their military leaders annually at the consular elections.

Almost immediately after the conclusion of peace, Hamilcar

was called upon to suppress a formidable insurrection of his mercenaries; and, this accomplished, weary of the factious jealousy of his political foes, he crossed to Spain. A Carthaginian colony had been founded and named New Carthage, the modern Cartagena. During the short span of life which remained to him, Hamilcar considerably extended the sphere of his country's influence, and took steps to raise and train an army capable of renewing the struggle with Rome. Hannibal opened his military career as a junior cavalry officer in the protracted warfare wherein was forged the weapon destined to beat Rome to her knees. Hamilcar fell in battle against a hostile Spanish tribe; but his son-in-law, Hasdrubal, carried on his work until he was murdered about B.C. 220. At the early age of twenty-six, Hannibal succeeded to the position of Commander-in-Chief in Spain.

Rome also possessed allies in the Peninsula, the chief of whom had their capital at Saguntum, the modern Saragossa. Hostilities against the latter town led to a rupture with Rome, who declared war in the expectation of a swift and easy victory. Saguntum held out fiercely against Hannibal, as she was destined to do against Marshal Lannes two thousand years later, but was stormed and sacked before assistance could arrive from Italy. Hannibal was now free to carry out his daring project of invading Italy across the Alps. This is often described as if it had been a mere hazardous raid, but was in reality nothing of the sort. Definite promises of assistance were forthcoming from the warlike Gallic tribes dwelling in the valley of the Po, and Philip, King of Macedon, also undertook to despatch an army to co-operate. Hannibal calculated, rightly as the event proved, that his veterans would prove capable of pinning the legions to the defence of Rome itself until Carthage could regain command of the sea and mobilise sufficient armies to complete the work which he had begun.

Two Roman armies took the field. The first, under Publius Scipio, concentrated at Massilia (Marseille), with Spain as its objective; the second, under Titus Sempronius, assembled in the south, with orders to undertake the invasion of Africa. Rather than fight his way along what is now the Riviera, Hannibal avoided Scipio's army and, marching north-eastward, struck across the Alps and debouched amongst his allies on the plains of Lombardy in December, B.C. 218. He had suffered heavy casualties by battle and accident; but, curiously enough, his thirty elephants all arrived, famished but otherwise unscathed, only to perish in a few months, probably from unsuitable forage. Scipio, having despatched most of his army to Spain under his brother Cnæus, himself returned and formed a field army from various detachments which were doing garrison work in Lombardy. Sempronius was promptly recalled northwards and, by a series of forced marches, effected a junction with his colleague. Delayed by the necessity of refitting and absorbing Gallic reinforcements, Hannibal had little chance of defeating his adversaries in detail; but in a cavalry skirmish near the river Ticinus, the superiority of the Carthaginian horsemen was strikingly demonstrated and Scipio himself badly wounded. Sempronius assumed command of the combined armies and gave battle to the invader on the banks of the Trebia. Numerically, there was but little difference, each army being about 50,000 strong, but Hannibal commanded by far the more formidable instrument of war. Sempronius seems to have had little premonition of the ability of the antagonist he was about to encounter, for he deliberately threw away any chance of victory he may have had. Without apparently the slightest attempt at reconnaissance, he led his troops across the swollen and icy river and threw them into action piecemeal against a foe who had studied the ground with care and had enjoyed ample leisure to make his dispositions. Surrounded on all

sides, the remnants of two legions cut their way through to the fortress of Placentia. Of the remaining two, a number of fugitives struggled back across the river. At least half the Roman army either perished or surrendered.

Eager to establish communication with Carthage, Hannibal marched southwards, but refrained from any demonstration against the city itself. One of the new Consuls, Caius Flaminius,



Trebia.

sought to intercept him, but led his command straight into an ambush. Once again the reconnaissance work of the Roman Cavalry seems to have been most inefficient, and the legions were caught in column of route on the narrow strip of open ground between Lake Trasimene and the wooded hills which overlook it, and simply annihilated. Consternation reigned at Rome, but fresh levies were promptly raised and a veteran soldier, Quintus Fabius Maximus, was appointed dictator. Fabius set himself to wear out Hannibal by a war

of attrition. His name has passed into a proverb for caution and circumspection. His predecessors had been rash and headstrong, but he went to the other extreme. Hannibal was permitted to burn and ravage almost at will; and, after six months of futile manœuvring, Fabius laid down his command, and the Senate decided to make a supreme effort to gain a decision by battle. No less than eight Roman and an equal number of Italian allied legions were placed at the disposal of the two new Consuls, Æmilius Paulus and Terentius Varro, and the infantry, 80,000 strong, were reinforced by a contingent of Cretan archers. But, not unnaturally, it was impossible to expand and reorganise the decisive Cavalry arm at such short notice, and the Roman host marched southwards to destruction.

Neither socially nor temperamentally had the Consuls anything in common. They were notoriously at variance, and took command on alternate days. Contact was gained with Hannibal close to the river Aufidus (Orfanto) and Varro took the first opportunity of giving battle. The Consuls outnumbered their adversary by about nine to five, but there were large numbers of recruits in the ranks. For this reason in all probability, the legions were drawn up in a far deeper and closer formation than usual. Hannibal was thus able to cover an equal frontage with his numerically inferior force. About noon on a day approximating to midsummer, B.C. 216, the legions took the offensive, and for a time bore back the Carthaginian centre by sheer weight of numbers. Meanwhile, however, the heavy Spanish and Gallic Cavalry on Hannibal's left, under a most able leader named Hasdrubal, had scattered the Romans opposed to them and, wheeling to the right behind the legions, assisted the Numidians to make short work of the allied Cavalry on the Roman left wing. Hasdrubal then rallied and reformed his command, about eight thousand sabres strong, and thundered down upon the rear of the legions in one of the most decisive charges

which history records. Already shaken by the staunch resistance of the veterans to whom they were opposed, the immature Roman infantry went to pieces and were slaughtered in thousands. Varro spurred from the field, not ashamed to survive; Æmilius, with hundreds of the aristocracy, perished with two-thirds of the entire army.

In the exultation of victory, Maharbal, the boldest of his lieutenants, urged Hannibal to march on Rome and finish the war; but he had neither the *materiel* nor the numbers for such an enterprise. Cannæ marked the flood-tide of Hannibal's success, but the aid on which he had relied from Philip of Macedon and from his own countrymen never really materialised. Reinforcements in dribblets reached him, and these enabled him, together with such Italians as joined him, to hold his own for nine weary campaigns, comparatively barren in decisive victories, owing to the terror which his presence inspired, but unmarked by any serious reverse in the field. At last, in B.C. 208, his brother Hasdrubal found himself in a position to follow in his footsteps and lead a second army from Spain across the Alps.

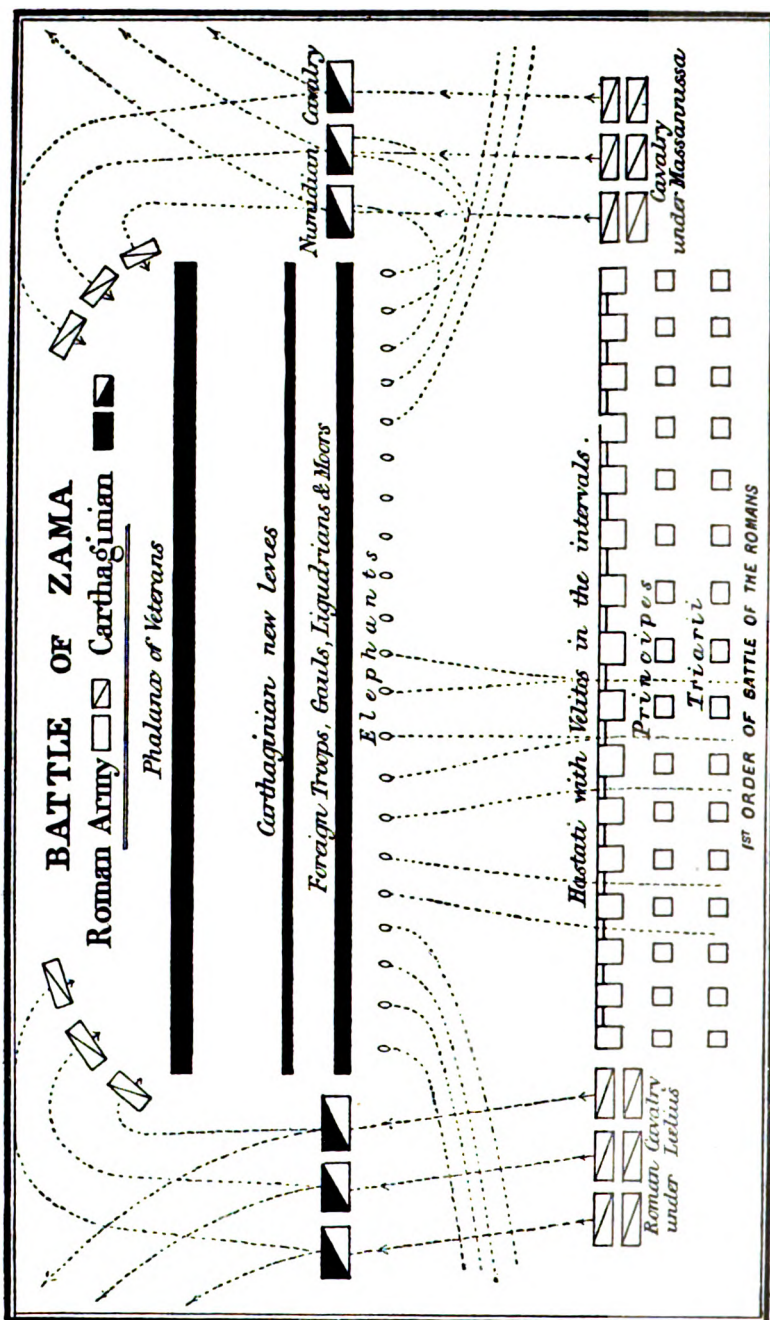
The war in Spain had undergone many vicissitudes. At first, Publius Scipio, who had repaired thither after the battle of the Trebia, and his brother Cnæus, had carried all before them; but short of reinforcements owing to the drain which Hannibal's victories had imposed on Rome's resources, both were defeated and killed about B.C. 211, and the Roman cause appeared lost. At this crisis there appeared upon the scene the famous soldier who was destined eventually to bring the war to a victorious conclusion. Publius Cornelius Scipio had rescued his father during the Cavalry *mêlée* on the Ticinus, and had been one of the survivors of Cannæ. From the moment he assumed command in Spain the fortune of war changed. Far beyond any Roman of his time, he possessed breadth of vision and real strategic insight. As a tactician

he did much to remedy the weakness and inefficiency of the Roman Cavalry. With the Roman cause in the ascendant, it is difficult to conjecture how Hasdrubal managed to extricate a large army from Spain and march to join his brother. By many writers, Scipio has been severely censured for gross incapacity, which it is claimed brought his country to the brink of ruin. Much of our appreciation of ancient warfare must be based upon intelligent guesswork. In all probability, considerable reinforcements reached Spain from Africa during B.C. 209, and Hasdrubal, rather than fritter them away in a secondary theatre, seized the opportunity—perhaps at his brother's instigation—to march himself to the decisive point, leaving sufficient forces behind to prevent Scipio from following.

Hasdrubal negotiated the Alpine barrier with little difficulty—the winter may well have been an exceptionally mild one—and reached the plains of Lombardy some weeks before his brother had expected him. The northern Roman army, under one of the Consuls, Livius Salinator, retired in front of him, and he despatched a Cavalry patrol southwards to establish touch with Hannibal, who was in the province of Bruttium. This patrol was intercepted by a Roman *piquet*, and the fog of war appreciably lifted, so far as the able soldier commanding the Southern Roman Army was concerned. With an originality and daring seldom surpassed, Claudius Nero made the most of his position on interior lines. Taking with him perhaps a fifth of his command, he marched north with all speed, picking up reinforcements from various garrisons as he went, and the Roman historian claims that he covered the two hundred miles to his colleague's camp in a week. Certain elements of Hasdrubal's army seem to have been out of hand. In any case, he was caught under unfavourable conditions on the banks of the River Metaurus, his command destroyed, and himself slain. Two days later a pair of Narnian horsemen came spurring into Rome, bearing

the tidings of the first real victory won by the legions on Italian soil after ten years of almost unbroken disaster.

Hannibal had been outmanœuvred, but his moral ascendancy remained unshaken. For four years longer he retained his hold upon the southern corner of Italy, until at last Scipio, having in the course of a perilous visit concluded an alliance with a Numidian chieftain named Masinissa, received permission from the Senate to organise an expeditionary force to invade Africa (B.C. 204). Nevertheless, dread of the unconquered and seemingly unconquerable army, which for so many years had bidden defiance to the might of Rome, lay heavy upon the minds of the leading men of the Republic. Scipio was viewed with marked distrust by the veteran Fabius and others amongst the older senators. Thanks to their ill-timed caution, the army which embarked for Africa did not number more than three double legions, but it did include an adequate proportion of well-trained Cavalry, and was reinforced on landing by Masinissa with a formidable contingent of his desert horsemen. Scipio easily overcame the resistance of the hastily-raised levies which sought to bar his way; and the Carthaginian Government, in despair, sent peremptory orders to Hannibal and his brother Mago, who had recently created a diversion by landing near Genoa, to return at once. Invincible to the last, Hannibal evacuated Italy and duly disembarked in Africa. Circumstances compelled him to give battle to the invader before he had been allowed sufficient time to reorganise his army, and particularly to remount his Cavalry, since he had been obliged to abandon his horses in Italy. Moreover, a contingent of Numidians under a friendly chief named Vermina had been cut off and dispersed by Masinissa. On the rolling plains, some forty or fifty miles east of Carthage, was fought the final and decisive battle of the protracted struggle, known in history by the name of Zama.



Hannibal commanded an army containing many elements of weakness. Mago had died of his wounds on the voyage, but his men were veterans and of proved fighting value. The Carthaginian militia, raised from the city itself, was of little worth. A line of eighty elephants covered the front; the Cavalry, drawn up as usual on the wings, was weak in numbers if not in quality. In reserve waited the invincible army of Italy, which in sixteen campaigns had never known defeat. A total of some sixty thousand in all. Scipio's command was the fruit of years of bitter experience. Two of his legions were identical as regards their numbers with two which had been annihilated at Cannæ, but few indeed of the actual *personnel* could have taken part in both engagements. Contrary to custom, the infantry were drawn up in column of maniples (companies) with wide intervals, through which Scipio hoped the elephants would pass. On each flank was a really formidable mass of Cavalry. On the left, Lælius, the best known and most trusted of the proconsul's lieutenants. On the right Masinissa, one of the staunchest and most valuable allies that Rome ever possessed. Thanks to the criminal jealousy of the Senate, and also to the over-confidence of Scipio himself, the entire force did not number more than about fifty thousand.

Young and untrained, the elephants were terrified by the shrill clangour of the Roman war horns and the storm of missiles which met them. Many passed between the Roman maniples and away into the desert; others swung off right and left, throwing their own Cavalry into confusion. Lælius and Masinissa charged home and promptly swept their immediate opponents from the field. In the centre, the Carthaginian militia broke almost at once; but Mago's mercenaries and the veterans from Italy worthily held their own against the legions, until Lælius and Masinissa, having rallied their squadrons, came sweeping down to decide the issue which for hours had trembled in the balance. The rout which followed saw Cannæ avenged at last.

Hannibal himself withdrew when all was lost, to negotiate the terms of peace and to inspire his countrymen to live in perpetual hope of a day of *revanche*. Rome knew no peace whilst he lived. Exiled from his own country, he was ever to be found where the enemies of the all-conquering Republic were gathered together. Twenty years after Zama, his surrender was demanded from a petty princeling named Prusias, King of Bythnia, where he had found temporary asylum, but he never fell alive into Roman hands. A swift and certain poison, which he had long carried against just such an emergency, did its work at the very moment when the emissaries of Rome imagined him to be within their grasp.

Just over thirty years later Carthage, amidst a holocaust of fire and slaughter, disappeared for ever from amongst the nations of the world, but the fame of Hannibal's exploits will never die. From a literary point of view, it is one of the great tragedies of history that no account of his campaigns written by one of his own countrymen has come down to us. We know next to nothing of the organisation and administration of his amazing army of mercenaries, of the personality of his many able lieutenants, and above all perhaps of the tactics and even the armament and equipment of his superb Cavalry. The exploits of Alexander, who never had to face a Western army, and even of Cæsar, pale into insignificance when compared to the achievements of Hannibal, when we consider that, single-handed and denied anything approaching whole-hearted support from his unworthy countrymen, he temporarily broke the military power of the most martial people of antiquity. His career is perhaps the outstanding example in history of what individual genius can achieve in war, and must ever remain an inspiration to all who follow the profession of arms; above all, to those who serve in that arm which was so peculiarly his own, both by instinct and by training, and which ever remained his sheet-anchor in battle.

## CAMBRAI

By COLONEL E. B. MAUNSELL,

*late The Prince of Wales' Own Scinde Horse.*

FOR the Cambrai battle, the Lucknow Brigade was detached from the 4th Cavalry Division and attached to the III Corps.

Its task was to have been to cross the Canal d'Escaut at Masnieres or east of it, behind the 2nd Cavalry Division, and make good the high ground north of Esnes.

From here raiding parties were to be sent south and south-east, the Jodhpore Lancers being detailed to raid a Divisional Headquarters at Ligny (3 miles east of Esnes). From about Esnes the Brigade would be in a position to protect the right flank of the 2nd Cavalry Division, whose job it was to isolate Cambrai from the east and south-east, while the 5th and 1st Cavalry Divisions did the same from the east, north-east and north.

The Brigade moved, after dark, on November 19th to Longavesnes (4 miles S.S.W. of Heudicourt), where it bivouacked. The next morning it moved up to Heudicourt.

At 13.15, it followed the 2nd Cavalry Division through the Hindenburg line and, as it got dark, bivouacked about La Vacquerie, close to the cavalry track. It had rained hard the whole day. It was hoped that an opportunity to advance would occur on the 21st, but it did not, and the Brigade returned to the 4th Cavalry Division at Fins in the evening, reaching bivouac, after much wandering about, at 22.00. The Division had come up from the Devise area that morning.

Jacob's Horse had, on the 20th inst, despatched two patrols under Lieutenants Stroud and Blakeney, to liaise with the infantry and reconnoitre the crossings over the Canal d'Escaut about Crevecour and Masnieres. These patrols did most

excellent work, keeping close behind the leading infantry. They found the crossings held.

A report from one, received at Lucknow Brigade Headquarters at 12.40, stated that the cavalry track was through to a point 3,000 yards east by north of Villers Plouich and that the attack was going well. The orderly bringing this report had ridden at least five miles and cannot have left much less than an hour before, which would make the hour of despatch about 11.50 (the original message is not with the Brigade War Diary). This confirms Lieutenant Watkins' statement (referred to later) about the cavalry track being ready before 11.30.

In connection with these patrols, experience at the Somme and at Arras had already shown the enormous value of cavalry to keep commanders informed of the progress of the fight. They were of infinitely more value than reports from even infantry brigade commanders dependent on their own infantry.

This is more or less natural, for the infantry outlook is necessarily limited when they are engaged in fighting and their mobility is not one-sixth that of the cavalry.

In view of the many comments that have been made on the cavalry operations at Cambrai certain timings may be quoted.

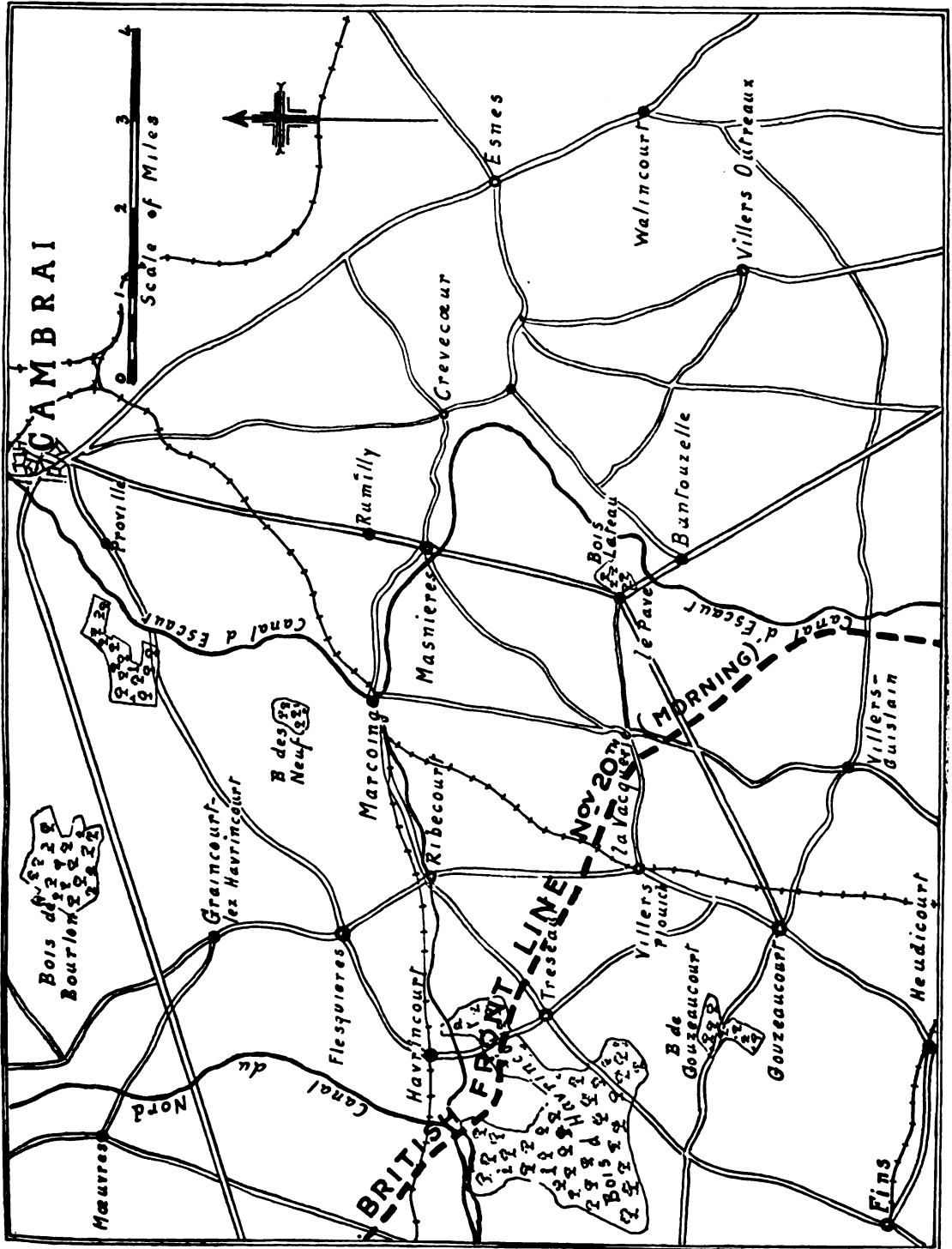
The 4th Cavalry Division reinforcements were employed on the Kavanagh track, under Major Reynolds (37th Lancers), Lieutenant Watkins (Jacob's Horse), and other officers.

The track was fit for horses through the German first line about an hour and a half after zero—say 08.00.

It was through as far as and including the last line of trenches of the Hindenburg system, north-east of Bois Lateau, at 11.00.

There were no other trenches to prepare gaps through as far as the Canal d'Escaut.

The 12th Divisional history shows that Bois Lateau was taken by 11.00, and points just to the north of it before that



hour. There would, therefore, have been but little risk of cavalry pushed as far forward as La Vacquerie at that time losing men unnecessarily through being too close up. Nevertheless, not a man, except a few patrols, turned up before 13.00.

At that hour the battle had rolled far to the east and everything was quiet where Major Reynolds and Lieutenant Watkins were—north of Bois Lateau. Both officers imagined that the cavalry had gone round by another route, when General Seely, commanding the Canadian Cavalry Brigade, rode up.

In the diary of events circulated by the Cavalry Corps it is stated that the 5th Cavalry Division arrived in its concentration area over an hour late, having been held up *en route* by level crossings. That is to say, instead of arriving at 'zero plus 2½,' e.g., 09.00 as it was supposed to, it arrived at 10.00.

No mention is made of any level crossings in the 5th Cavalry Division War Diary or in any of its Brigade Diaries. Furthermore, the whole of these make it clear that the Division was saddled up and ready to move at 08.50, ten minutes before the hour appointed.

The Canadian War Diary goes so far as to state that the Brigade 'bivouacked for the night of the 20th south of Dessart Wood, N.E. of Fins,' that is to say, in its allotted concentration area, having marched from Boucly, 2 miles west of Roisel, at 12.50.

The Amballa Brigade arrived 'at daybreak,' the 18th Lancers of this Brigade at 06.24, and the Secunderabad Brigade at 05.00.

The order from the Cavalry Corps to move forward, issued at 11.40, was received by the 5th Cavalry Division at 11.50. The Division moved at 12.05, the Canadian Cavalry Brigade leading.

This Brigade reached Masnieres at 13.39—ten miles in an hour and a half, which is, in itself, some tribute to the manner in which the Kavanagh track was prepared.

The situation in Masnieres at this hour was that the 88th Infantry Brigade and one tank had succeeded in gaining a

footing in the village under a certain amount of hostile artillery and machine-gun fire.

The tank attempted to cross the canal, but the bridge gave way and the tank fell in—very gradually it is stated. One of the crew lost a wig, of which he was inordinately proud, and a considerable amount of correspondence appears to have taken place with a view to his receiving compensation for the same. A bridge a little further to the east was found half demolished and was made fit for cavalry by 15.30—all under rifle and machine-gun fire—and a squadron of the Fort Garry Horse crossed.

Colonel Patterson, then commanding the Regiment, states it only took five minutes to get over and has given his opinion that if it had been vigorously supported the whole operation would have worked out as planned.

He furthermore states that he personally galloped over, on receiving the order to recall it, and penetrated more than a kilometre inside the Beaurevoir—Masnieres line. This line was wired, but was only dug out in parts. It was not then held at all and such enemy as was encountered by the squadron was extremely shaken.

The enemy had not, at that hour, brought up any fresh troops.

A study of the Canadian Cavalry Brigade War Diary leaves one with the conviction that Colonel Patterson has a great deal of reason on his side.

The squadron spent the night inside the Masnieres—Beaurevoir line, in a chalk pit. The only Germans encountered in the neighbourhood were working parties and no difficulty was met in dispersing them.

All night long German lorries could be heard arriving in Rumilly and it must have been galling to a degree to the officers to feel that they were not being supported and that such an opportunity was being let slip.

There is every ground for supposing that these lorries were bringing up reinforcements, for an attack made by the 29th Division at 11.00 next morning was met by a strong counter-attack and but little progress was made.

We must, however, take into consideration the situation as it appeared to General Greenly, commanding the 2nd Cavalry Division, who happened to be in Masnieres at the time and who gave the order for holding up the advance.

It was then 15.30 and it would be dark in an hour and a half. It might quite well have appeared too risky to push troops across at such a time, particularly in view of the situation about Marcoing only a mile to the left.

It is extremely easy to be wise after the event. It is at the same time submitted that but little harm could have ensued had we established a strong bridgehead with the Canadian Brigade. The main point to which attention is drawn, however, was the fatal loss of two hours in ordering the cavalry up.

Supposing the Canadian Cavalry Brigade had been at hand when Bois Lateau fell, it is quite within the realms of possibility that the canal crossings might have been rushed and the bridges saved, when everything would have turned out as planned.

A point to which attention might, however, be directed is the limitation of advance for tanks when it becomes a matter of crossing bridges. In this particular case the gallant thruster did more harm than any good he could have done had he got over.

It has been reliably stated that Cambrai was the tanks last chance. Had they proved a failure that day the corps was to be abolished. Taken as a whole, however, it must be admitted that they had not had much of a chance before as they had usually to operate over greasy muddy ground. At Cambrai, they were to take the place of a preliminary bombardment, the guns opening an intense fire at Zero.

This latter was most dramatic, for until Zero—06.20—there was none of the heavy shelling that usually preluded attacks. Then some 1,000 guns opened simultaneously along the whole front and the tanks went forward, each pair preceded by an officer to show them the way—for the blindness of tanks is extraordinary.

Certain tanks were detailed to assist our working parties clear the wire.

The passages made by them did not enable the horses to get through.

They were provided with grapnels and were of great value, especially if the wire had been cut before. Even after they had cleared a space, however, the denseness of the grass tangled up with odd bits of wire, iron stakes, etc., required a lot of clearing.

It was most unpleasant working in their neighbourhood until the infantry had advanced some way, as they drew fire of every description, with the result that on one occasion work had to be stopped for some 20 minutes. A certain number of casualties occurred.

The trenches of the Hindenburg line were some 15 feet wide at the top and 10 feet deep. They therefore took some ramping and bridging.

Incidentally it had only been ascertained shortly before the battle that they were of this width and our tanks could only negotiate some 7 feet. The tanks therefore carried big fascines which they dropped in. Despite this, a number got ditched, chiefly where they went over 'dug-out' entrances.

The 4th Cavalry Divisional Pioneer Battalion, as the dismounted reinforcements were called, put in most excellent work, following the leading infantry and tanks as close as possible, and getting the wire cleared and trenches bridged or ramped in record time. The jawans were splendid.

The failure at Cambrai bore good fruit, however, at the Battle of Amiens, on August 8, 1918. On this occasion special care was taken for the impulse for the forward move to come from the leading Brigadier, with the result that a great success was achieved.

As a contrast, had the orders laid down for the Sharon battle of September 19, 1918, been adhered to, the Turks would, in all probability, have had time to man the Musmus Pass in the Mount Carmel range. As it was we only won the race by an hour.

## THE NINE DAYS' RIDE WHICH SAVED NATAL TO BRITAIN

By MAJOR-GENERAL SIR NEVILL SMYTH, V.C., K.C.B.

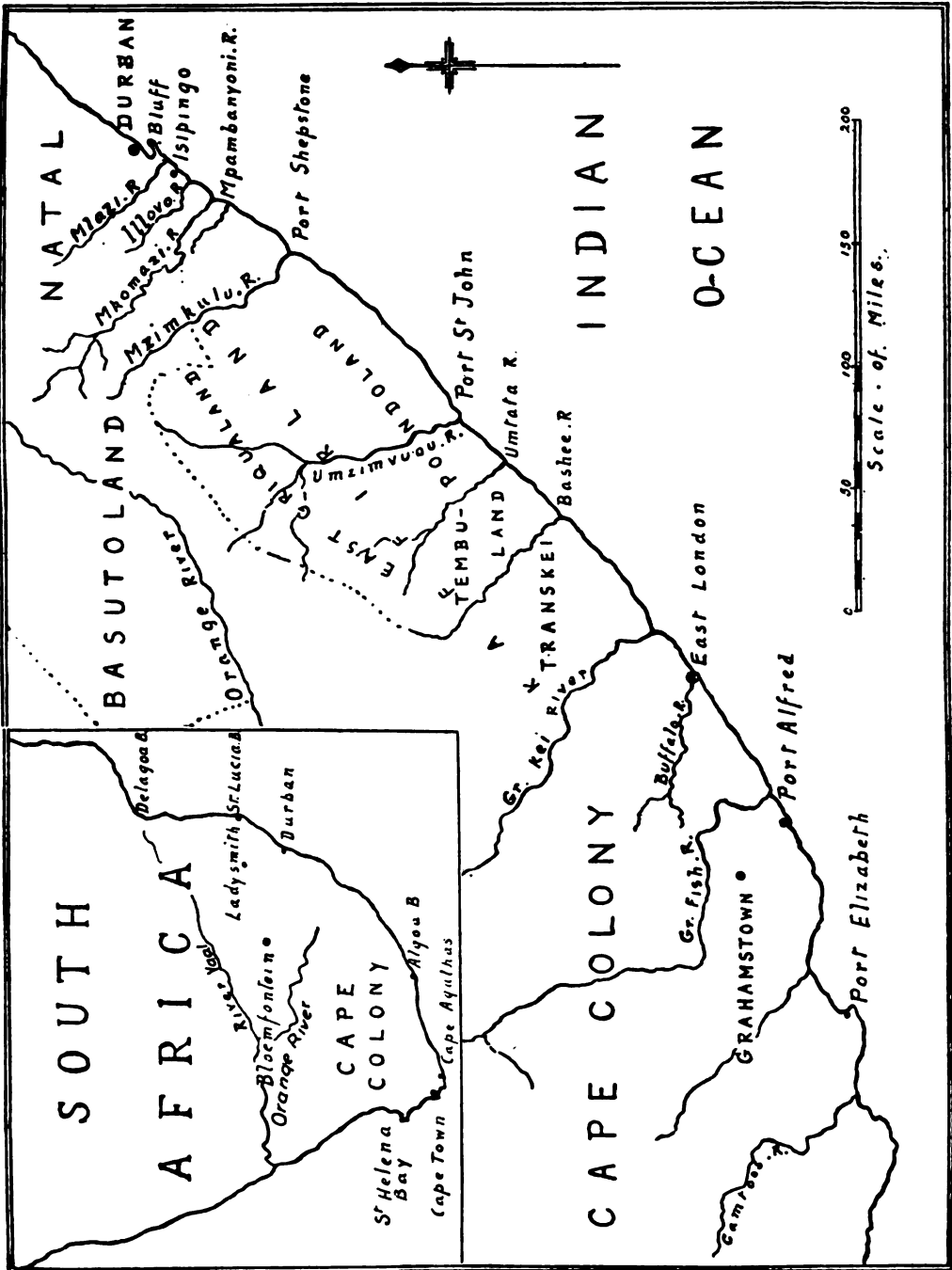
*' Galloping, galloping, galloping on,  
Till the goal was reached and his task was done.  
Sons of Natal, recall it anew.  
Forget not the deed ! give the hero his due,  
For the perilous ride that was ridden for you.  
Can ye forget it ? Methinks I hear  
An answering shout ring loud and clear.  
Forget it ? " Never ! " Come, listen, then,  
While the brave story is told you again.'\**

IN March, 1842, a Captain of the 27th Regiment led a small British military detachment from Pondoland to Natal and encamped at Durban, where a force of Boers had assembled and menaced the security of the British residents. Friction increased until actual hostilities broke out and on May 23 the British, taking the offensive, made a night attack on the enemy, which was repulsed with heavy loss on both sides.

The detachment was then besieged in an earthwork fort, where stores and provisions were soon depleted. For three weeks the defenders had no sustenance but half a pound of dried horseflesh each man for a day. Numbers of crows that gathered round the carcasses of horses around the fort were shot for food for the women and children.

On May 25 Richard King, a young Englishman, who had for some time been acquainted with the neighbourhood, was despatched by night to carry the intelligence of the situation to Grahamstown—a distance of 600 miles, or 370 as the crow

\* ' Dick King's Ride.' Published by P. David & Sons, Maritzburg.



flies. He was not the only volunteer for this hazardous service, but he, perhaps, knew better than any other the native languages and the footways and tracks of the country. Dick King had been born at Chatham, in the Homeland, on November 28, 1818, and was, therefore, twenty-nine years old. He had left Grahamstown, whither his father had emigrated, in order to hunt elephants and trade in ivory, and had a farm at Isipingo, in the south of Natal.

Two of the best horses in the detachment of Cape Mounted Rifles were supplied for the despatch-rider, who was accompanied for part of the journey by a Zulu boy in his employ.

At dusk they were ferried with muffled oars across Durban harbour to the Bluff, the horses swimming at the stern.

Two Englishmen saw them as far as the kraal of a friendly chief at the crest of the Bluff, and it was arranged that the horses' tracks should be obliterated by the natives.

Details of the despatch-rider's appearance are recorded. Dick King sat erect on his horse, a picture of a wild and intrepid spirit. He wore a large beard, and had a coat, shirt and long trousers, spurs, a broad-brimmed sand-coloured hat, pistol on one side, holdall strapped to saddle, double reins and no whip. His grey horse stood about 14·2, was strongly built, but showed the quality of a racer. He pricked his ears intelligently. Round his neck was a *reim* of green hide; his long tail was banded. The Zulu boy was mounted on a bay of similar type.

The two horsemen passed into the darkness, bearing with them the fate of Natal.

On coming to the Mlazi River, King, stripped to his shirt, swam the river close to where it enters the sea, regardless of crocodiles, and led the two horses, to one of which the Zulu clung, carrying their clothing on his head.

The Boers were guarding the drifts across the rivers and Boer parties were seen on patrol and coming off guard.

The Illovu River was crossed near its estuary, where thick reed beds exist, King again swimming; but it was now dawn, and King stayed in thick bush during the day drying his clothes, while the Zulu was sent in native dress, or rather undress, to reconnoitre.

While playing with some native lads at the game of stabbing the wild bush *soma*, one of a party of armed Boers recognised the Zulu and informed him that his master, King, had been shot at Durban, which the boy, of course, pretended to believe.

Small parties of Boers continued to pass in twos and threes. They said they were looking for the spoor of a white man who was believed to have passed that way from Durban.

As soon as night fell the journey was resumed with the same extreme caution as before, skirting along the edge of bush, bending down to avoid branches, and diverging from the direct course. The Mkomazi River was crossed high up and the Zulu was sent to a native kraal for information. He heard that the Boers had found King's spoor and were in hot pursuit. The Mpambanyoni River was swum across close to the sea and four other rivers were forded. King had to swim six rivers in all.

The Mzimkulu, at that time frequented by hippopotamus, was crossed soon after sunrise and the journey was now continued in broad daylight and by the easiest route, for the limit of Boer influence had been passed and the native kraals were not unfriendly. Two hundred miles had been covered and the Zulu boy was left, completely exhausted, in charge of a Mission doctor, while King wended his solitary and perilous journey through Kaffirland, through Amabaka and Amponda, through forest gorges where lurked dangerous wild beasts and the diminutive Bushmen, whose poisoned arrows were turned against all white men. Dick King never faltered; he pursued his course at the extreme risk of his life till, on the ninth day,

he delivered his despatch to the British Commander at Grahamstown.

He succeeded in his mission, returned at once with the relieving force which, within a month of the repulse of the Durban night attack, arrived off the harbour. The enemy were dispersed and the pursuit continued to where Estcourt now stands.

As to Dick King's subsequent career, it is of interest to learn, from a member of the family now resident in Australia, that after the British victory King continued to hunt elephants and other big game; he married and brought up a family, and on one occasion saved his son's life in an encounter with a leopard, which King killed with a knife, and bore the scars of the conflict for the rest of his life. He died on his sugar estate at Isipingo, Natal, on November 10, 1871.

Although those prominently associated with the British settlement of Natal in the early 'forties are gathered to their fathers, many of their descendants are still numbered among the loyal and true citizens of the Union of South Africa.

*Dos est magna parentum virtus.*

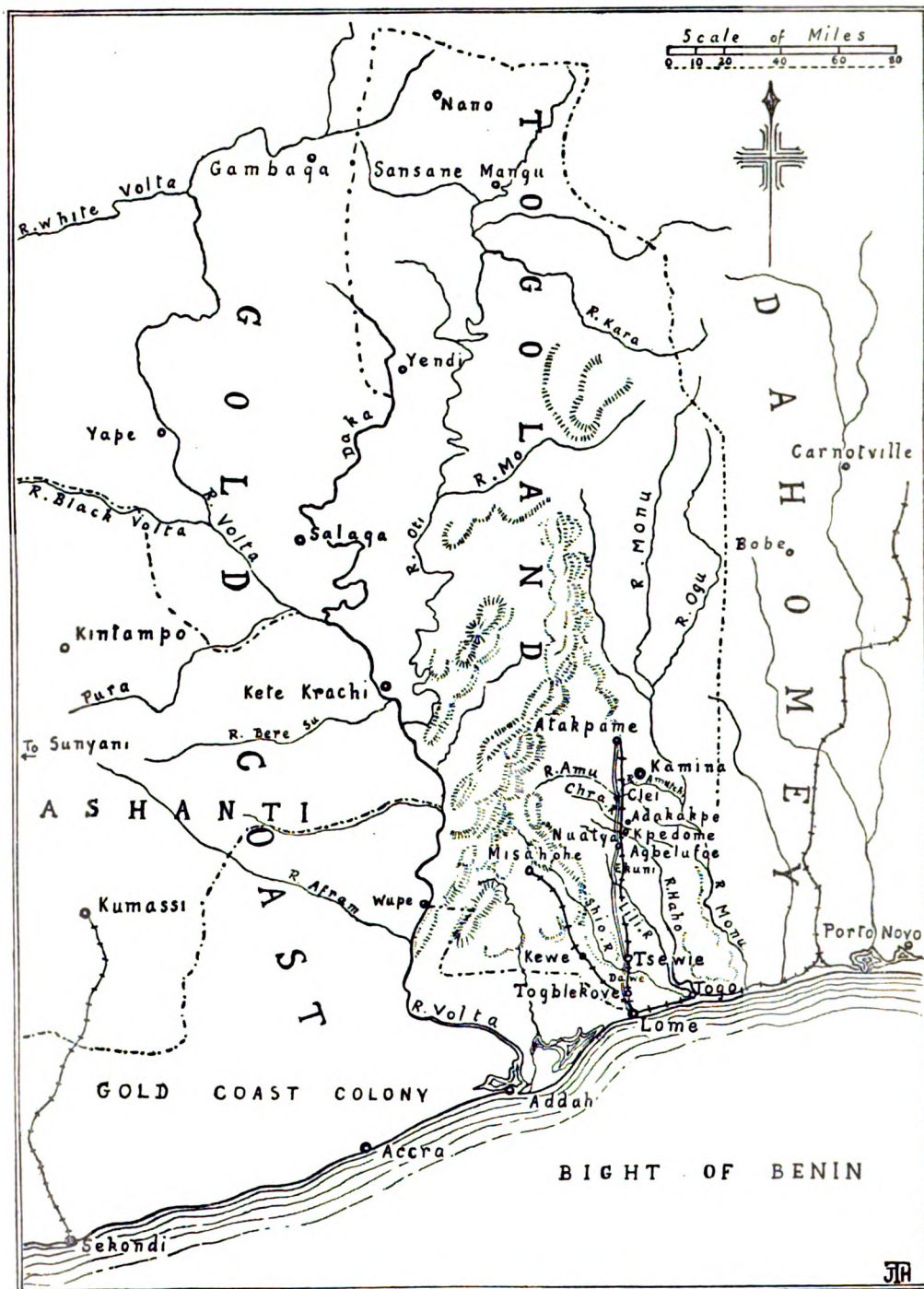


## *THE CAPTURE OF TOGOLAND*

By COLONEL F. C. BRYANT, C.M.G., D.S.O.

BEFORE embarking on an account of the Campaign in Togoland at the beginning of August, 1914, a short description of the geography of the country is necessary. Probably not one person in every 100,000 of the inhabitants of the British Isles had ever heard of Togoland before the outbreak of war in August, 1914, and probably not one in 50,000 to-day could say where it is. If asked, the majority would reply: 'Togoland: oh, an island somewhere near Japan.' But the majority would be wrong; and even those who, before the war, knew the location of Togoland, were probably unaware that the second biggest wireless station in the world was situated there and communicated direct with Nauen, which is about 30 miles from Berlin. Nauen to Kamina in Togoland is roughly 3,500 miles.

Take a map of Africa; look down the west coast as far as the Gulf of Guinea, just north of the Equator. It was here that the game of grab went on in 1884 amongst the various nations interested. As far back as the 17th century, there had been trading settlements along 'the Coast.' Dutch, English, Portuguese, etc., one after the other had been defeated by the climate. But, in 1884, the various Governments seemed to come to the general conclusion that there was 'something in the West Coast.' The result was the map portioned out like a Neapolitan ice as we saw it in 1914. Very little respect was shown for the native, especially as between the Gold Coast and Togoland. On the west of the Neapolitan ice was the Ivory Coast (French); then came



the Gold Coast (British); then Togoland (German); then Dahomey (French); then Nigeria (British); then the Cameroons (German), and so on.

Now, it mattered not, as far as the general purposes of the war were concerned, whether the Germans held Togoland or Timbuctoo; but it mattered very materially whether the Germans could keep their wireless station at Kamina going. Every day, every hour, was of importance, and for this reason and for this reason only. The wireless station at Kamina, as above mentioned, was at the outbreak of war in August, 1914, the second biggest wireless station in the world. It could not only receive, but send to Nauen direct. Kamina was the transmitting station from Berlin, direct to German East Africa; to Duala in the Cameroons; to Windhoek in German South-West Africa; to any German ship in the Atlantic.

Directly Kamina was down or captured, every African German colony was cut off; but, more important still, every German ship in the Atlantic was without orders or information. The British Admiralty realised this to the full. The next best thing to capturing Kamina wireless station intact was to destroy it as soon as possible. Hence the guiding principle in any attack on Togoland, with Kamina as the objective, was speed.

Now, any form of haste in West Africa is ill understood. The native certainly has no idea of what it means. To-morrow is as good as to-day for him. Fortunately for the success of the expedition, not only the white officers of the Gold Coast Regiment, but the civilians, those in charge of the administration as well as many of those engaged in business in the Gold Coast, realised that what had got to be done must be done at once and with all speed.

Here was indeed the foundation of success. Every man was a trier; every man was out to help.

The situation was certainly distinctly novel to all.

There was a very, very secret book—just one copy—stowed away in the very, very secret safe of the O.C. Gold Coast Regiment at Kumassi. There were only two officers, at the outbreak of war, who had ever seen this book. I cannot remember its right name now, but it was compiled by the Imperial Defence Committee, and was full of information as to what steps the senior military commander in the Gold Coast should take, were the Gold Coast invaded by a foreign Power. Unfortunately, no mention was made in this volume as to what steps should be taken should the Gold Coast Regiment wish to assume the offensive and invade foreign territory.

Inspiration had therefore to come from elsewhere than the secret safe.

On July 30, 1914, the official cablegram from the Colonial Office was received: 'Adopt precautionary stage, Defence Scheme; Powers not yet designated.' The same day any ambiguity, if it existed, in the official cable was cleared up by one gallant officer receiving from his fiancée in England the following cable: 'If war is declared on Germany, what will you do?' The strength of the Gold Coast Regiment all told in normal times was about 1,400, including the battery of four mountain guns; but these 1,400 men were very widely distributed over the Gold Coast on July 30, 1914, and the problem was to concentrate and supply them with food and ammunition in positions where they would be most useful.

'B' Company were right up north at Zonaragon (a month's march from Kumassi). They had just relieved 'F' Company, who were then on the road down to Kumassi.

'I' Company was at Kintampo (about 130 miles north of Kumassi), and was ordered in to Kumassi at once.



**The Quay at Lome**



**Bush Country near Agbelufœ**



**Atakpame**



**The Railway between Lome and Palime**

'D' Company was at Sunyani on the west (about a week's march from Kumassi).

'G' and 'C' Companies at Accra, on the coast.

'A' Company, Pioneer Company, the Battery and Headquarters, at Kumassi.

On August 5 all reservists had been called up, and the following columns concentrated :—

A small column at Kete Krachi.

A column consisting of two companies, under Captain Barker, at Addah, at the mouth of the Volta.

The main column at Kumassi, ready to move on either Krachi or Addah, as circumstances demanded.

The declaration of war was received just about midnight, August 4–5, but it was received from the German wireless station at Kamina. At Accra there is a small receiving wireless apparatus. Mr. Gosling, the Postmaster-General of the Gold Coast, had tuned this up to the German wave-length. For about a week, he and two native operators had taken it in turn to listen in continuously day and night, and it was he who received the declaration of war nine hours before the cable arrived from London saying war had broken out.

The usual crop of rumours, native and otherwise, came pouring in; amongst others that 'a steamer live for sky,' referring apparently to an airship which existed merely in the figment of someone's brain.

The Germans also were definitely reported to be entrenching themselves on the beach at Lome, and mounting guns varying in size from 4-inch to 12-inch.

Numerous German warships were supposed to be concentrating for an attack on Accra, though how this was going to help matters for them it was a little difficult to see.

To clear the situation up a little and to see in what sort of fettle the Germans in Togoland were, a telegram was sent to Captain Barker at Addah, directing him to proceed to

Lome, at the same time explaining that British and French forces (perhaps a trifle exaggerated) were converging on Togoland from north, south, east and west, and demanding the surrender of the Colony.

The Germans were given twenty-four hours to consider their reply. Barker returned to Lome at 6 p.m., August 7, to receive the Acting Governor, Major Von Doernig's reply, only to find that Lome had been evacuated and the District Commissioner left to hand over all country as far north as a parallel drawn at 120 kilometres north of Lome. In very truth had the gallant Captain carried out his mission beyond our wildest hopes.

Having unexpectedly acquired a very considerable tract of enemy country, including a vital port (Lome) and three lines of railway, the next problem was to occupy it as quickly as possible.

Barker and his two companies were at once pushed across the Volta and told to occupy Lome; and at the same time Major O'Shaughnessy, Assistant Postmaster-General at Accra, was sent with one or two Post Office officials and two railway fitters to get things going at Lome. Luck was again on our side. The S.S. 'Elele' (Captain Yardley), a big Elder Dempster cargo boat, was lying off Accra. This boat was at once sent round to Sekondi.

The striking force left Kumassi for Sekondi on August 9 by rail, and were all safely aboard the 'Elele' on August 10. We steamed to Accra that night.

On August 11, we picked up several European volunteers at Accra, and were about to leave there after dark when we received frantic messages from the shore. Not knowing quite what the matter was, we waited about twenty minutes, when a lighter hove alongside piled up with what looked like a confused mass of perambulators. The first person who tumbled up on deck was Gosling, the Postmaster-General,

who laconically remarked that he thought he would come too. The pile of luggage he had brought with him turned out to be two motor bicycles and sidecars, and stacks of telegraph wire and other telegraphic apparatus. What we should have done without Gosling and his perambulators and his etceteras, I do not know.

The 'Elele' arrived safely at Lome the next morning, and at 8 a.m. disembarkation began. All troops and carriers were disembarked by 10 a.m. and all stores by 4 p.m., a smart bit of work reflecting the greatest credit on Captain Yardley, and also Captain Minto, of the Elder Dempster Line, who had installed himself on the quay.

When we arrived at Lome, information was received that the railway bridge at Togblekove had been destroyed the day before by a party of the enemy who had come down by train from Atakpame. This was rather a serious blow, as Togblekove is only 12 miles north of Lome, and it meant that Togblekove must be our railhead until a temporary bridge had been made, and that the force must depend on head transport. This bridge at Togblekove was open again for traffic on August 18 and rail-head carried to Lilikofe.

Meanwhile, other events had been taking place. On August 13, every single available man was employed digging and carrying earth to make a new embankment for the destroyed bridge at Togblekove. On the morning of August 14, 'I' Company, under Captain Potter, with Lieutenants Collins and Blakeney and Mr. Kilby (a volunteer), and Colour-Sergeant Gethin, moved on Tsewie and Headquarters, and the main body encamped at Togblekove. There was a small wireless station here, but this had been very thoroughly done in some days before.

In the evening of August 14, Potter reported Tsewie all clear of the enemy; and advanced patrols under Mr. Rattray, a Commissioner in Ashanti and attached to the Intelligence

Staff, reported all country south of Agbelufoe clear. Agbelufoe, though not actually occupied by the enemy, might be regarded as their railhead.

At 10 p.m. on August 14, 'I' Company advanced on Agbelufoe; and at 6 a.m. on August 15, the main body moved on Kolokofe. At 8.30 a.m., August 15, about half a mile south of Dawe, natives brought information that, about 6 a.m., a train full of German soldiers and many Europeans had come into Tsewie and started a wild fusilade on the railway station.

Actually at that moment there were in Tsewie four soldiers returning to join 'I' Company from escorting prisoners. Those four Gold Coast soldiers must have had the fright of their lives; on the other hand it does not say much for German nerves.

The main body at once advanced on Tsewie but found the enemy had left by train and road at 8 a.m. retiring towards Agbelufoe.

Here it must be explained that from the Coast to Kamina there are two means of advance, one by the road, the other by the railway. Since the Germans made the railway the road has purposely been allowed to fall into disrepair and it was then impossible for wheeled traffic. In some places road and railway run adjacent to each other—in others they diverge from each other to some considerable distance. The intervening country is marshy and covered with dense long grass at this time of year and a low scrub bush which is frequently very thick. To keep up communication or to direct an efficient co-operation between parties operating along the railway and road is a matter of the greatest difficulty if not entirely impossible.

Tsewie being clear the main body pushed on with all speed to Lilikofe, where at 3 p.m. we first gained touch with the enemy. As the advanced troops on the railway approached,

the bridge over the river Lili was blown up by the enemy, who retired to a ridge about half a mile in rear to delay our advance. Owing to the exceedingly thick and difficult nature of the country the advance could not proceed until 4.30 p.m.

The original intention had been to join hands with Potter and 'I' Company about Agbelufoe that evening, but owing to the delay we found it necessary to bivouack at Ekuni seven miles south of Agbelufoe.

A few shots fired by enemy stragglers stampeded all the carriers, about 700 in number, and it was not till 10 a.m. the next morning that Captain Spencer had all the loads in and retrieved his carriers.

On the railway bridge at Ekuni a long train of twenty vehicles was found wrecked

This was the train which had passed south early in the morning with troops to Tsewie and had been derailed by an obstruction placed on the line by Collins of 'I' Company, of which more anon. At 7 a.m. on August 16 two European prisoners were brought in, one of whom proved to be Baron Codelli, designer of the wireless station at Kamina, and the other the enemy's explosive expert, and an expert he was, judging by the way he had destroyed the railway bridges.

Up to this time we had had no news from 'I' Company, as all the messengers whom Potter had sent back had failed to get through.

Touch with the enemy was first gained at Gani Kofe; from that point onwards the road showed every sign of the enemy beating a demoralised retreat judging by the number of arms, equipment, bicycles and ponies left on the road.

On approaching Agbelufoe sounds of heavy firing were heard and on arrival at about one mile south of Agbelufoe we found that the remainder of the wrecked train had been captured by 'I' Company, together with two engines, sixteen Europeans, a maxim gun and arms and ammunition.

It will be seen from the above that the main force had had little or no fighting up to date, but the following account of what happened to 'I' Company after leaving Tsewie at 10 p.m. on August 14 presents quite a different state of affairs as far as that company is concerned.

About 4 a.m. on August 15 the company was halted on the line close to Ekuni, when they heard a train pass down the line going in the direction of Tsewie.

Collins and Kilby and one section, guided by a local Hausaman, went across by a bush track to the line where they piled stones on the railway line 200 yards north of the Ekuni Bridge. Leaving the section in readiness Collins and Kilby proceeded down the line to the Ekuni bridge, where they took up a loose iron plate and laid it diagonally across the rails. Collins then brought his section down and concealed them in the bush.

In the meantime the rest of 'I' Company hurried on at full speed to Agbelufoe.

After some time Collins heard another train coming down the line. This train was pulled up by the heap of stones he had piled on the line. Collins then fixed bayonets and prepared to charge the train but when they got within ten yards of it, it started to move back towards Agbelufoe. Collins then took his section back along the road to join 'I' Company at Agbelufoe.

Potter with the remainder of 'I' Company had heard the second train coming down the line and had taken up a position to intercept it on its return journey. The train, however, managed to run through at full speed, though not before the engine had been hit in a hundred places and was spouting steam in all directions.

Potter then put Agbelufoe in a state of defence. Blakeney with one section about one mile north on the railway and road, and Collins took up a position south on the road and

railway, which at this point are about eighty yards apart.

The enemy attacked in force early in the evening from the south but were driven back, and again renewed the attack during the night in a vain endeavour to break through. Early in the morning of August 15 the advance of the main body began to make itself felt and the enemy fled back to their train, surrendering to Potter; a very suitable ending to a highly creditable and most gallant affair on the part of 'I' Company.

Not to be left out of the affair, Colour-Sergt. Gethin for two hours fought his way in to Agbelufoe with the baggage and brought it all in safely. One of the most important results of this action was that the railway for thirty miles north of Agbelufoe fell into our hands intact: so hasty was the retreat that no time could be spared for blowing up the important railway bridge over the River Haho, seven miles north of Agbelufoe.

On August 16, 17 and 18 we were compelled to halt to rest the troops and get up stores and ammunition. On August 17 strong officers' patrols reported the enemy advancing in force against the important railway bridge over the Haho. 'G' company were sent up at once to reinforce the troops already holding the bridge.

On August 18 a small French force of 150 tirailleurs with three officers under Captain Castaing arrived and were at once sent on to the Haho bridge. The same day Adakakpe, four miles north of the Haho, was occupied by half of 'C' Company.

On August 19 advanced troops occupied Nuatya and information was sent to Major Maroix commanding the French troops from Dahomey, at Tchetti and also to Captain Elgee, commanding the Krachi column, that we intended to be on the Amutschi River on August 26, and requesting them to be within two days of Kamina on that date. It is worthy of note that both native runners taking these messages got through

promptly. For all they knew, the country was infested with enemy troops, and the five-pound reward they each received at the conclusion of their mission, I fancy, had less to do with carrying it out than an intense dislike of the Germans, which dislike was common to every native in Togoland. As we advanced we were met at every native village with unmistakable signs of joy and enthusiasm. One old chief came out to meet us with a Union Jack which he said he had kept hidden since 1884.

On August 20 the whole force was concentrated about Nuatya with advanced troops in and about Kpedome.

On August 21 the enemy were reported by officers' patrols to be holding a strongly entrenched position at the village of Chra, 400 yards north of the railway bridge over the Chra River. This bridge was blown up, together with two mines, as the patrols under Captain Redfern advanced. In fact, it afterwards transpired that Gosling and one of his perambulators had very nearly gone sky-high as well.

On August 22 we attacked. The Germans made the greatest use of their machine guns, which were skilfully hidden and manned by Europeans.

Once the attack was launched it became a matter solely for company and section commanders, owing to the denseness of the bush. The French tirailleurs showed the utmost indifference to the German fire and worked right round the enemy's left to within fifty yards of their entrenchments. It was here that Lieutenant Thompson of 'G' Company and Lieutenant Guillemart of the Tirailleurs were killed.

Meanwhile 'I' Company had worked round the enemy's right, but were unable to progress any further and dug themselves in. Lieutenant W. St. Clair, commanding the guns, had managed to get two guns into action at about 1,300 yards range, although under a distinctly unpleasant machine-gun fire. 'I' Company sent him back the probable range. Any

idea of range-finding or of an O.P. was out of the question owing to the dense bush. The first shot, as we learned after, went straight through a high tree in Chra, where the enemy had an observation post. This brought down the observers with a run; the only man who had the nerve to go up that tree again was a native.

One incident is worth recording about Willie St. Clair and the battery that day. About mid-day as the battery was in action appeared suddenly on its left flank about twenty yards away a fully armed patrol of the enemy, who had come by one of the numerous bush paths. No other weapon being handy, Willie St. Clair seized a hand spike and, calling to his men charged the enemy. The gunners only had their matchetts, but example is infectious. Reliable authority has it that Willie St. Clair won the race by a length with the rest of his troop well up and the enemy in frantic retreat into the bush. Probably the story of a devil-possessed Englishman brandishing a murderous-looking hand spike lost nothing in the telling when the party returned to their friends in Chra, if, indeed, they had not already thought better of it and decamped minus arms and equipment to a more peaceful spot.

That night we dug ourselves in where we were and prepared to attack on the enemy's right at daybreak. He had had enough, however, as Potter's patrols reported the village clear and the enemy fled the first thing in the morning. His trenches had been laid out with considerable skill, evidently by a soldier. His machine guns, artfully concealed, had fired thousands and thousands of rounds.

Wheeler, of 'C' Company, had spent a considerable part of the previous day crawling about trying to snipe these machine guns. That he was not without success was evidenced by two wooden crosses at Kamina, which, we afterwards learned, marked the last resting-place of two German machine gunners. The moral effect of machine guns on native troops

is immense; it is bewildering to the native mind, and it is only by the display of the highest qualities of leadership on the part of the white officers and non-commissioned officers that black troops can be induced to face it.

Our machine guns were of an old pattern and vastly inferior to the enemy. They played their part well, however, under the greatest difficulties.

August 23 and 24 were occupied by evacuating the wounded, getting up supplies and ammunition, and in sending out strong fighting patrols on the Gleï and Amu Rivers.

During the night of August 24 and 25, loud explosions were heard in the direction of Kamina; and at 8 a.m. on August 25, the masts of the wireless station, which the afternoon before had been clearly visible from the neighbourhood of Gleï, were seen to have disappeared.

On August 26 we occupied Gleï with advanced troops on the Amu River, where both rail and road bridges were blown up.

At 4 p.m. on the same afternoon, Major Von Roben, and Mr. Cullen Kampf as interpreter, came into Gleï under flag of truce with terms of capitulation.

Our answer to this was that, if they wanted to surrender, they could do so unconditionally, and that we were advancing in 10 minutes' time.

We certainly did occupy the destroyed bridges over the Amu that afternoon; but during the night the river came down in flood, and it was not till mid-day on August 25 that the temporary bridges were made and the whole of the troops passed over.

Headquarters consisting of the Officer Commanding, Captain Hornby, Dr. Claridge and Mr. Newlands (Political Officer), reached Amutschi at 10.30 a.m. on that day, to find two German officers in full-dress uniform and blindfolded, bearing a letter of unconditional surrender. They both refused to

remove their bandages, as they said they had given their word of honour not to do so. On being told that they were talking to the Officer Commanding and that he gave them permission to do so, they unbandaged. To judge by their faces, I think they must have been expecting to see a gilded and glittering staff surrounded by a battalion with fixed bayonets. Instead, all they saw was four rather dirty and bedraggled, unarmed British officers, in khaki shirts and shorts, each holding a rather war-worn bicycle. At first, they thought it was a leg pull; but when they realised that we really were what we purposed to be, they handed over the written capitulation, together with their swords, in the time-honoured way.

We gave them till August 28 before we marched into Kamina. There, on August 28, we formally took possession of Togoland. Major Maroix, true to our request, had been with his column within two days of Kamina on August 26.

The German flag was hauled down, and the British and French flags run up, side by side, in its place. Not the least picturesque figure at that parade was Major Maroix, with long white beard, spotless white gloves, hat and trousers. I'm afraid we all showed up badly from the dress point of view, compared with our French colleagues.

The wireless station was completely destroyed. Every mast had been let down, and was a twisted and tangled mass on the ground. The power house had been soused in paraffin and burnt to a cinder. We discovered messages from Berlin directing that on no account was the wireless station to fall into our hands intact. The staff had carried out their instructions all too thoroughly.

The French took over the eastern half, and we the western half of Togoland, and continued to administrate the country on those lines until after the Versailles Treaty, when practically the whole country was handed over to the French, with the exception of a small area in the South-West.

***A DAY WITH GOSHAWKS IN THE N.W.F.  
PROVINCE***

By MAJOR HON. R. A. ADDINGTON, *K.G.O. Light Cavalry*

To some minds the ancient sport of falconry makes a very strong appeal, in that it employs the great principle of all true sport—namely, the employment of one animal for the capture of another, for the pleasure of man. Wild creatures have inherent or inherited capabilities of defence or protection against their natural enemies, which puts them on a very equal footing with aggressive animals of prey. As an example of what is meant, we instance the case of the fox and his natural enemies the hounds, or the mouse and his enemy the cat. We cannot conceive of either of these weaker animals being exterminated by their stronger opponents.

When, however, it comes to the case of lethal weapons such as hammerless guns and smokeless powder, wild creatures have no such natural powers of resistance and quickly become extinct unless many restrictions are placed in the way of would-be enemies. Further, we are credibly informed that wild animals have no such terror of their natural enemies as of man armed with lethal weapons. Of course such a statement is not susceptible of proof, but partridges have been observed feeding naturally a few minutes after one of the covey has been killed by a falcon, whereas after being shot at it is often hours before the covey will get together again.

On the other hand, it is certainly true that animals accustomed to be shot at a great deal acquire a degree of wariness which helps them in their struggle for existence.



**General view of terrain, showing the undulating country,  
the scrub and thorn growth**



**The Bazdar with Baz (Female Goshawk) on fist**

70 1111  
1111 1111

Falconry is still practised in some parts of India, though it is dying out gradually. The main reason is that game is very much easier brought to bag by means of a hammerless ejector and smokeless powder than by the laborious process of catching and manning a hawk, and the head of game accounted for by the former method far transcends that obtainable by the latter.

In the N.W.F. Province, however, a considerable number of rich landowners have conservative tastes, and still keep a few goshawks or sakers. The former are most highly prized and are used chiefly for partridge, while the quarry of the saker is usually the bustard. The above remarks refer particularly to that piece of country lying between the Indus River and the Khyber, but on the other side of the river peregrines are practically the only birds used. They are so highly thought of, that many falconers go to Masulipatam, and even as far as China to buy the untrained article. At these places peregrines can be obtained for about six shillings. When trained they will fetch as much as £10, so there is a good margin of profit to be made. These falcons, when trained, are used almost exclusively for duck.

Whilst stationed at Peshawar, the present writer has had several good days after various quarry. In the spring of this year (1925) a most enjoyable day after partridge was arranged. Our host, who supplied the hawks and ponies, had had them sent forward overnight. The next morning was bitterly cold when, at 8 a.m., we started for the rendezvous in a car. A few miles out we picked up our host on the roadside near the village of Chamkani, long known to falconers as the home of that fine old sportsman Sheruffullah Khan, who died last year. Some readers may remember the old boy. He was particularly fond of sakers, and gave the writer several good days after bustard.

On arrival at the foothills we found a fine female goshawk

(baz) and a male (jura) waiting with the bazdars by the side of the road. The country here is stony and very dry, and broken into endless ravines. There is an abundance of dry grass, small shrubs and larger thorn bushes.

Three pointers were used, which worked ahead of the line and were the greatest help.

We had only started a few minutes when a partridge was flushed which fell an easy victim to the female. She caught it in a bush in a few yards.

The next birds flushed were a covey of sisi (small partridges), but the falconer would not throw off his hawks, as he affirmed that this quarry is too fast for them. Our host, knowing this, tried a shot from his lethal double-barrelled gun, but with no success.

The next flight was the best of the day. A partridge was put up in front of the male (jura), but managed to elude his first rush, and get into a thick bit of cover at the bottom of a steep ravine, from the top of the cliffs of which an excellent view of the flight could be obtained. The dogs and men, following up, soon flushed the partridge again. The jura was on him like a flash and drove right into a thin bare bush in which the quarry had taken refuge. Here for a second he eluded the hawk, and, turning, dived for a thick thorn-tree about fifteen yards away. The jura, with almost incredible speed, checked its flight, turned and literally flung himself after the partridge, binding to him as he reached the thorn, and such was the force of his flight that he went right into the middle of the bush, and was extricated with difficulty.

The sport continued with varying success for three or four hours. The men showed remarkable skill in working the uneven ground, so that one hawk was always in a position of command above the dogs, ready to make her dash if a chance occurred, while, perhaps, the other hawk was being carried across some low ground. The men tried as far as possible to

keep the dogs working between them, so that whichever way the quarry flew one hawk would be well placed for a flight.

The hawks seemed to understand that the dogs were assisting, for they watched them intently, and seemed to recognise the keenness of the dogs when they got scent. Occasionally a hawk would spot a partridge on the ground quite a long way off, that the men could not see. It would then rise from the fist and fly to the spot and take stand in a tree near by, for all the world like a pointer. After this one had practically to walk on the partridge to make him get up, for, once having seen the hawk, they lie as close as stones.

It was also noticeable that a partridge was seldom taken at the first dash, as they always seemed to be able to make a great effort and screw round in the air as the hawk closed with them, and wriggle into a bush. The hawk then would take stand and the partridge would lie as still as death or try to creep through the thickest cover available. Soon the falconer and dogs would come up. The former would take up the hawk and move on to vantage ground, while the dogs worked into the cover. The second flight almost always proved fatal to the quarry, as the hawk knew the exact spot to watch and, being on higher ground, could get off with a rush the moment the bird stirred from the cover.

By about two o'clock the bag amounted to eleven partridges, all of them of the grey variety. A light repast followed, kindly provided by our host, and then home in the car.

This was a most enjoyable day, which afforded an almost perfect exhibition of the correct handling of the short-winged hawks. The skill of the falconers and the training of the two birds may be said to have been perfect. Only once was a lure used; on every other occasion the bird came to the fist. Nor did we see the slightest inclination of either bird to carry—that detestable vice.

A day with peregrines after duck is under contemplation, which may, perhaps, form the subject of a later article.

### NOTES ON ARMoured CARS

By COLONEL W. D. CROFT, C.M.G., D.S.O.

#### GENERAL

THE first requisite of all Tank Corps *personnel* is a *trained* eye for ground; it is essential for the leaders, and necessary even down to privates.

In the case of the leaders, this training can best be cultivated 'out of school,' either in the hunting field or on *shikar*.

The former method is undoubtedly the best, but unless a man is sufficiently well mounted to take his own line—and how few there are who can do this!—he will not acquire that instinctive eye for country to anything like the same extent which can be acquired by the second method.

Unfortunately, opportunities for stalking are out of reach of the majority of Tank Corps officers, and, although pottering about with a gun is good practice, it does not offer the same opportunities for quick decisions as stalking.

But, now that officers of the Tank Corps spend a portion of their service in India, the opportunities for practising the second method of ground training is within the reach of the most junior and the most poverty stricken. It is an axiom in that country that if a man will cut out his cocktails he can well afford to shoot something all the year round; and it is satisfactory to feel that the best boys we send home from India are those who have spent all their spare cash on *shikar*, and who are pining to get back to that—for the keen *shikari*,—delectable land.

At present only a few of the Tank Corps can afford to play polo or hunt, or join a tent club; but, now that a small horse establishment has been sanctioned for Armoured Car Companies in India,\* it is hoped that a proportion will find hunting or pig-sticking not beyond their means and that consequently they will be able to practise the first method recommended in this article for training the eye.

A trained eye for country is so essential for the *personnel* of this new arm that the writer makes no apology for giving it first place in these notes.

An armoured car is a tank on wheels, the wheels have the advantage of making it infinitely more mobile on a road than a tracked vehicle and consequently more economical; but the disadvantage of never being able to guarantee leaving the road at any given time is so overwhelming that the introduction of a satisfactory semi-track equipment will make all wheeled combatant vehicles equipped only with wheels obsolete.

Experiments are to be carried out in India with armoured car chassis fitted with semi-tracks and this will lead eventually to the introduction of the semi-track armoured car in that country; incidentally it is worth noting that the machine which can function satisfactorily in India could function anywhere, but the converse is by no means the case.

At present an armoured car commander requires an even quicker eye for ground than the tank commander, because he can never be quite sure whether ground off the road is practicable for wheels or not; it often happens that a place selected for leaving the road which looks quite firm stops the car at once, whereas, within a mile of the place where failure resulted another car commander, having been forced to leave the road at a most unpromising looking spot, finds that he can get over the ground easily.

\* Since writing the above sanction has been withdrawn on economical grounds.

It must be remembered that these great lumbering vehicles weighing 5 tons are not touring cars, even though they may carry the name of a well-known touring car firm; they are tanks on solid tyres and, unless under fire, they should never exceed 16 miles an hour.

In the presence of the enemy they should never move unless for some very definite object previously decided upon, and when not in movement they must be hidden, even if the halt is only for a moment or two. They are excellent for providing a means of reconnaissance, but it is to be distinctly understood that the actual reconnaissance should normally be carried out away from the armoured car. For reconnaissance the horse is undoubtedly the best means, even if the armoured cars are working alone; and if a situation arises where the armoured cars are ordered to carry out a long distance reconnaissance, which will carry them far beyond the nearest cavalry, it will be necessary to provide horse-box trailers which can be hauled by the first line transport.

When actually working with cavalry it is essential for the armoured car commander to be mounted, for he must be with the cavalry commander: the latter will be normally off the road or liable to leave it at any time, and the former must go with him in order to keep touch with his arm, to communicate the cavalry plan to the armoured cars, and to act as the cavalryman's technical adviser.

There are still those who cannot or will not see the necessity for providing an armoured car unit with horses; it is necessary for them to undergo one experience only without a horse when working with cavalry to appreciate how helpless the armoured car officer is without one. Instances occurred at Delhi manœuvres, when armoured cars were working with cavalry, of their commanders toiling wearily over the *plough* to try and get touch with the cavalrymen with whom they were *supposed* to be co-operating, only

to see the latter disappear in a cloud of dust in ignorance of the fact that the armoured car man was running after them.

It is, in the writer's opinion, just as unreasonable to say that cavalry are unnecessary as to say that the armoured car commander need not be mounted.

Even when semi-tracks make it normally possible to leave the roads, it will still be necessary to provide horses for reconnaissance, because it is highly inadvisable to allow these war vehicles to lumber about the country; they give the show away completely before it has had time to develop.

The essence of a really good plan being surprise, a premature disclosure of the strongest card in the pack is sheer folly; whereas a single horseman trained to pick his way as inconspicuously as possible attracts but little attention.

#### STRATEGICAL RECONNAISSANCE.

In 'F.S.R.,' Vol. 11, it is laid down that strategical reconnaissance will be conducted chiefly by the R.A.F.

But occasions may arise when the R.A.F. can obtain little or no information of value to a commander. Even when flying conditions are all that can be desired it is impossible for the R.A.F. to obtain identifications—those priceless little items of information which enables the General Staff to piece together the enemy's plan; for this information can be obtained only by ground reconnaissance. Reading the paragraph on strategical reconnaissance carefully there would seem to be no embargo on the employment of the ideal ground strategical reconnaissance arm, the armoured cars.

They have a range of 200 miles on one fill, and surely such a range causes the arm to be the handmaid of strategy, because of its ability to defeat time and space.

There is not the slightest doubt in the writer's mind that the most important, as well as the most strenuous, period of

their employment will be in the earliest stages of a campaign. The farther they can go before getting touch with the enemy the better chance will they have of being utilised to their fullest extent.

Roads are but funnels, along which only one sub-section can fight its weapons fully at a time; the more armoured cars are piled up along a road, the worse confusion and the more casualties will there be. Unlike other arms, they must deploy at the earliest possible moment, and consequently the more roads they can work over the better.

Another point to remember is that the arm can mobilise in about 48 hours in a country like India, and it is common knowledge that the next most mobile arm could not complete its mobilisation in double the time.

Let us picture to ourselves the feelings of a force commander who is confronted at a very early stage of the campaign by an enemy who has assumed the offensive. His air may or may not be keeping its end up; if it is he will be getting a series of comforting messages to the effect that the enemy are swarming over the frontier, that such and such a place has been occupied by a force of all arms, that cavalry have been seen crossing a certain river, that a large force has been seen moving in a certain direction at dusk on the previous evening. Then night comes and air information closes down. During the silent watches of the night our commander is a prey to unalloyed gloom; the enemy has caught him bending (this has been, is, and will be the normal posture of the British Empire at the beginning of all wars). He has not a man, horse or gun ready to take the field; but stop! what about those umteen companies of armoured cars? Dare he send them off unsupported to get information, to delay the enemy? Their commander reassures him on that score, and points out that he can make his strategic move during the hours of darkness.

If the commander wishes to secure a most important strategic point he could send out this ever-ready arm to carry out his wishes, giving the armoured car commander a rough idea of how long he would be required to hold on pending the arrival of re-inforcements.

Assuming the strategic point to be a bridge-head, the armoured car commander would get there as soon as possible, travelling all night if necessary; then, if he has succeeded in anticipating the enemy, it is his first duty to push out and get contact with that enemy, leaving a proportion of his armoured cars to create ambushes along the most likely lines of advance.

Concerning ambushes: this is one of the most important parts of armoured car training; the advantages of such an ambush over those created by infantry or cavalry are overwhelming, because the *personnel* being enclosed in a steel box no involuntary movement can be seen by the enemy. Armoured cars are easy to hide, and, with a little training, it is extraordinary how quickly they can hide; a few branches in the right place, not necessarily on the car but away from it, and the car is completely hidden. It is essential when creating an ambush to study every detail of the 'get away.'

Armoured cars must not only be able to move into top speed from the start, but their route for some distance back must be carefully reconnoitred—this is but another of the many instances where a horse would save the commander endless time in carrying out this reconnaissance, and when it might make all the difference between getting the car away in safety and losing it.

It is suggested that as soon as the strategic point is secured the country should be divided up into areas and a detailed reconnaissance of those areas should take place. Since they are confined to the roads until circumstances force the cars to leave them, the areas allotted must coincide with the roads.

In this manner areas allotted may be triangular or square, according to how the roads run; but in either case the cars must divide and arrange to meet midway at the base of the triangle or the side of a square or oblong. It may often happen that armoured cars may divide to meet again after 20 miles, but in no circumstance must the division be below a sub-section.

If the enemy has no armoured cars, the first thing to happen would be an encounter with cavalry—no cavalryman would have any doubts about the issue of that encounter. Even after the dead and wounded had been searched and prisoners suitably secured, it is the duty of the armoured car commander to press on and get touch with formed bodies of the enemy; and, having got touch, to hold on like a bull terrier and never quit it until relieved of the duty.

But if the enemy has armoured cars too, the matter becomes much more complicated. In India it is now assumed that one of the Vickers guns is a .5 in., capable of knocking out another armoured car, and a considerable part of training will be devoted to armoured car encounters which involve very careful umpiring. In peace, where the moral effect of attacking is not as apparent as in war, the advantage lies with the defence. Armoured cars can be well concealed and can lie up for and surprise the attacker with ease, and the attacker is usually confined to the road. But the effect of being at a disadvantage will almost certainly cause the attacker to cultivate a good eye for country and to become a quick map-reader, so that he is ready to take immediate advantage of any chance to get off the road and to circumvent his enemy.

In other words, the best trained *personnel* will assuredly win when armoured cars come to handgrips, and a decision will be quickly reached—in peace by good umpiring and plenty of it, in war by the acid test of training.

On the assumption, then, that the force commander has secured his important strategic point with a proportion of armoured cars whilst the remainder are far out in front obtaining and keeping touch with the enemy, it will be his object to reinforce them as soon as possible with cavalry, for they cannot hold on indefinitely, though their powers of endurance are greatly increased by judicious reliefs from reserve crews. But it must always be remembered that when once the enemy brings his guns up it is time for armoured cars to clear out; for the roads will be taped and casualties will be heavy.

A force commander may use his armoured cars to form a screen in front of his strategic concentration; and within that screen, so long as the armoured cars can pin and keep touch with the enemy, he should have comparative liberty of action; he can choose where he will strike after weighing the information obtained by his strategic arm—acting in the closest co-operation with the R.A.F.

It will often happen that senior staff officers will accompany these reconnaissances; owing to the lack of room and the clumsiness of an untrained man in a fighting chamber it is strongly recommended that they should go in their own cars until things become so hot that they are forced to leave their cars for the shelter of a bullet-proof vehicle.

It is interesting to consider how the introduction of semi-track armoured cars would affect the strategical reconnaissance. Owing to the substantial increase in petrol consumption it is probable that their range on one fill would be half—they could only do 100 miles instead of 200. Their speed would be substantially reduced too; probably the maximum speed on a good road would be about 26 m.p.h.; across country, where there are no formidable obstacles to negotiate, about 18–20 m.p.h., and where the country is intersected with watercourses, 5–10 m.p.h.

But the drawbacks of reduced range could be overcome by carrying additional fuel on spare transport, and the comparative slowness would be more than counterbalanced by the ease with which they could manoeuvre in the presence of the enemy. This would confer an overwhelming advantage on armoured cars; the late Lord Rawlinson estimated that had the armoured cars employed on Delhi manoeuvres been equipped with semi-tracks their efficiency would have been increased by 50 per cent.

#### COOPERATION BETWEEN ARMoured CARS AND CAVALRY.

All ranks in the Royal Tank Corps in India are instructed to regard cavalry as the sister arm; for no cavalry leader worthy of the name would hesitate to utilise the services of armoured cars in a lesser degree than would an armoured car commander when the latter had the chance to obtain the services of cavalry.

The question of command would depend on who is the predominant partner; normally the cavalryman would command the two arms because it would generally happen that not more than a section of armoured cars would act with a regiment, or a company with a cavalry brigade.

When the two arms are working together it is essential that the armoured car commander and the cavalry commander should keep together—they cannot possibly cooperate unless they do.

The question then arises, shall they go in an armoured car? The great objection to this form of *liaison* is that armoured cars are at present normally confined to the roads, whereas the squadron leader or regimental commander would be usually off the roads.

If the armoured car commander has to be with the cavalryman when the latter is on a horse, the former must be

mounted too; and this is obviously the only practical solution. Furthermore he must have his own horse and not be suddenly landed with a brute, the idiosyncrasies of which he is in ignorance, and which he will be very busy riding instead of attending to his job.

When it becomes necessary for him to issue orders to his command based on the cavalryman's plan he could either

- (a) ride to his command and issue verbal orders;
- (b) send a horse despatch rider, supplied by the cavalry, to the nearest point on the road where he would meet a motor-cycle despatch rider who would take the message to its destination.

(The meeting points would coincide with the armoured car bounds worked out before starting);

- (c) send the message by visual or R/T.

*Note.*—The Tank Corps in India is now training to send messages by Lucas lamp fixed in the ball mounting.

Of the three methods mentioned above the first should be adopted when the armoured cars are not too far away.

*Advanced Guards.*—In war the stickiness of patrols, whether mounted or dismounted, in close country which lends itself to ambushes, when once they have had casualties from a sudden burst of M.G. fire at close range, is well known.

It is submitted that armoured cars, by reason of their immunity from this formidable foe, would not only inspire patrols with confidence and boldness but would cause the enemy a corresponding loss of confidence and moral.

If a cavalry commander wishes to employ a part of his armoured cars in this manner but is deterred owing to the risk of losing them, he can take comfort to himself by realising two factors which are fairly constant in war.

The first is that they are not in the very least likely to meet anything in the shape of an anti-tank weapon short of an armoured car so early on in the proceedings.

The second is that these isolated parties of the enemy are fully aware of their isolation, and the consequence is that any threat to their line of retreat clears them off at once.

If, then, they see a subsection of armoured cars, for example, moving rapidly down the road, even if that road is five or six hundred yards away from them, they will in all probability pack up and go, for they know that sooner or later the armoured cars can leave the road and sit on their tails.

If this view is acceptable it is apparent that a proportion of armoured cars should move well ahead and stop at some important feature until the patrols have worked up to them, when they would bound again. The writer is in favour of bounds of as much as four or five miles for this long wait, though it must not be thought that the armoured cars should move four or five miles without making subsidiary bounds, that is to say, stopping, looking and listening at very short distances in close country.

In addition to this it would be necessary to have a proportion of armoured cars working bound for bound with the leading cavalry patrols unless there is some very good reason for concealing the patrol's movements; even then the movement of these lumbering vehicles down the road might effectively draw off the enemy's attention from what it might be undesirable for him to see.

By the time these two *rôles* have been allotted to the Tank Corps there will not be much left as a reserve; but is a reserve necessary? It must be borne in mind that the roads are funnels, on which, sooner or later, guns and other enemies of the armoured cars will cramp their style unless they can leave the roads; consequently it would seem to be far better to get them out when the gap is great between our own forces and the enemy than to hoard them so long that there will be a chance of their never being used at all.

There is no doubt in the writer's mind that armoured cars

should be used from the start. If the cavalry commander, in the case of a brigade with a company of armoured cars attached, is anxious to ensure the security of some defile or crossing thirty or forty miles away, through or over which his command has to pass, he would be perfectly justified in sending the whole company to secure it and hold it till he got up. In fact it is not fair on the company commander to keep any of his command back as it would cramp his style badly, for the following reasons :

He is not going to sit on the defile like a hen on a setting of eggs, but, leaving a proportion of his command to create ambushes, he must carry out a triangular or oblong reconnaissance, so as not only to ensure that every avenue of approach is watched, but also to get contact with the enemy as soon as possible, and, having got it, to keep it.

Unless he does this he is not fulfilling his mission, but he will want his entire company to do it. The force commander will still have his reserve under his hand—his cavalry.

If a section of armoured cars is working with cavalry on the lines suggested when working with patrols, it might be quite sound to send a subsection on to make the forward bounds and to keep the other subsection to make bound for bound with the cavalry patrols—it would be a pure waste of armoured cars to keep them back at such a juncture.

It must be remembered always that the hour of the armoured car is early on, before the opposing forces come to grips, before the guns begin to make the roads unpleasant; and it is obvious, too, that by using armoured cars in this fashion the horses can be saved for the time when they will be badly wanted—when the armoured cars have got to fade away to the flanks in order to avoid being scuppered on the shell-stricken roads.

*Flank Guards.* There is little doubt that the handling of a flank guard presents extraordinary difficulties. It generally

resolves itself into taking up a series of positions on the flank to be guarded and holding those positions until the danger point is passed by the main body. Cavalry and armoured cars with some horse artillery are the ideal mixed force for the job.

The actual securing of the position to be held for the time being is simple enough, the best method being to send the armoured cars at full speed to secure it and then get touch with the enemy, the cavalry and guns coming up at their most economical rate of speed to complete the operation.

The trouble begins when it is time to go, if the enemy have deployed for attack; for the withdrawal has to be conducted crabwise in face of the enemy. In the circumstances it is suggested that the armoured cars should attack the enemy vigorously if the hostile artillery is weak and the ground suitable, just before the withdrawal.

But if the enemy is attacking in force or the country is close, it is better to make a very complete plan of ambushing the enemy.

The tank corps is the ideal arm for ambushes, because it can break off the fight at any time, and it pays to wait until the infantry are swarming all over the position before disclosing its presence; the advantage of this is obvious; for it would neutralise the hostile artillery, which would be afraid to open fire on its own men, with whom the armoured cars were mixed up.

This method involves the most careful reconnaissance in order to ensure alternative lines of retreat; but it should be most effective in giving the cavalry and guns an opportunity to break off the fight and scatter back to their rallying points, thereafter reforming and resuming their march formations undisturbed by the enemy, who, it is hoped, will be in temporary confusion from the ambushes.

*Rear Guards.*—The same procedure should be followed in the method of withdrawal as in the case of the flank guard;

but naturally the hostile pressure will be far more relentless since the pursuers would be trying their utmost to gain touch with a beaten and demoralised force.

*Standing Patrols.*—When working with cavalry this very onerous duty might well be handed over to armoured cars. They are ideal for the job; at night they are not likely to suffer from hostile artillery; a reconnaissance of anything more than the strength of a corporal's guard is certain sooner or later to get on the roads or tracks and so bump into the armoured cars. The crew are in comparative comfort and they can give a great deal more than they get from prowling infantry; they are provided with a searchlight which is infinitely more efficacious than a Very light; their mobility enables them to move as soon as they have inflicted punishment on intrusive patrols, and thus they can pop up again; even by moonlight without any attempt at concealment they are very difficult to pick up. On Delhi manœuvres the right flank of the cavalry was guarded effectively for 24 hours by armoured cars; during the night standing patrols were out on tracks which the writer had experienced the greatest difficulty in negotiating in a Chevrolet car when reconnoitring the country on the previous afternoon. In fact he did not think the armoured cars could get there.

Nevertheless the officers had them in position by dusk and they had more than one encounter with the hostile infantry patrols during the night.

### RAIDS.

On the whole raids would appear to be out of favour nowadays with soldiers owing to the poor results obtained in the past and to the fact that the absence of the raiding arm, the cavalry, from the decisive point has had disastrous consequences, as in the case of Lee at Gettysburg.

But it is submitted that the new arm will tempt a commander to try his luck again, and that the odds in favour of success in operations of this nature will be greatly increased.

For the new arm is mobile to an extent which will, it is contended, remove most of the disadvantages under which raids have hitherto been conducted; the machine will not be affected by fatigue as in the case of a horse, with the consequence that a commander who decides on a raid can calculate to a nicety not only how long he can allow for his armoured cars to be away from the main battle, but also how best to employ them immediately on their return.

It must be remembered, too, that armoured cars are not at their best in heavy shelling, and even when employed wide on the flanks their mobility may be hampered until the battle is finally won or lost.

Therefore, bearing in mind the awful warnings of failures in the past, a commander would hesitate before employing this new arm on raids; at the same time their mobility and endurance might tempt him to try his luck.

A well-directed raid by armoured cars through Belgium at the beginning of the war might have produced invaluable information, if nothing more, for the Germans.

#### THE SEMI-TRACK.

If the experiments shortly to be conducted in India of semi-track armoured car chassis are successful, the armoured car so equipped would form the missing link between tanks and wheeled armoured cars.

But it is not suggested that they will undertake the same rôle as a tank; for when the latter is slipped it has got to take its own line and reach its objective at all costs—it is, in fact, like a hunt servant who must go where hounds go.

The semi-track armoured car, on the contrary, is like the old gentleman who has lost his nerve and will not face those

formidable obstacles which the hunt servant negotiates as part of his job; he will ride the road, take advantage of gates and gaps; but his knowledge of the country and hunting will ensure his being there or thereabouts when the fox is broken up.

The semi-track cannot negotiate the obstacles which a tank can take in its stride; but by dint of a high standard of training, involving a quick eye for ground, its commander will be in at the finish.

#### CONCLUSION.

The writer has just been reading the CAVALRY JOURNAL containing the second of the two articles on the performances of German cavalry at the beginning of the war by Colonel Charrington.

And it would appear, from a careful study of those articles, that armoured cars IN THE PRESENT STATE OF EFFICIENCY BOTH OF MACHINES AND OF PERSONNEL would have played a very important part in helping the German General Staff to get contact, provided the preliminary dispositions have not been faulty.

It is believed that there were armoured cars; anyhow there was nothing to prevent their being built. But it is submitted that the staff did not then realise their possibilities, and now that this new arm is thoroughly trained and organised there should be no excuse for such a failure in future.

Undoubtedly they will augment that 'Practical adaptation of the means at hand for the attainment of the object in view—the defeat of the enemy.'



*A LINK WITH CANADA'S EARLY CAVALRY.*

By LIEUT.-COLONEL WALKER HARDENBROOK BELL, D.S.O.,  
*Royal Canadian Dragoons.*

WHILE the history of the Royal Canadian Dragoons of the Canadian Permanent Force may properly be said to start from the organisation of the Cavalry School Corps in 1883, the regiment may fairly claim to be linked, and that very closely, with the earliest cavalry history of Canada.

It is with a view to making clear how this claim is established, and because it is considered that the matter may be of general interest, that the following extracts from "Historical Records and Digest of services of the Regiment" together with some few comments, have been compiled :—

Some of the records, from which the extracts quoted have been taken, are in the writing of the first commanding officer, Lieut.-Colonel J. F. Turnbull, but the greater portion consists of clippings from newspapers, official reports, orders, etc. While in every case there is abundant evidence of the correctness of the facts, various competent authorities being quoted, the names and dates of the journals from which they are taken have, in most cases, been omitted, and as a consequence the journals in question cannot be given credit for any extracts which may be quoted.

While almost all the information given is inserted with a view to establishing the correctness of the claim made in the first paragraph, an occasional item not bearing on the theme, but which is felt to be of general interest, has been inserted.

Of the extracts which follow, the first is taken from Colonel Turnbull's "Preface to the Records," and shows clearly that he recognised a connection between the Cavalry School Corps and the Cavalry of Quebec in the past.

"Now in a School of Instruction, such as this Corps is, it seems to me, the Commandant, advisable to first record a little history of Cavalry service in connection with Quebec in the past—the outcome of which is the Cavalry School Corps of to-day.

"I find that the first horse in Quebec was the one sent out in 1648 to Governor de Montmaigny—and the first mention of mounted retainers or escorts to Governors was when the Marquis de Tracy was here from 1665–8. For these facts I have to thank Lieutenant-Colonel J. M. LeMoine, Sedentary Militia, the well-known historian of Spencer Grange, and am also indebted to him for many other particulars and researches which follow."

(Signed) J. F. TURNBULL, Lt.-Col.,

Citadel, Quebec,

*Commandant, Cavalry School Corps.*

13–12–86.

"About twenty years before the final conquest of this country the Governor and Commander in Chief, by permission of His Majesty the King of France, raised two troops of Volunteer Cavalry from among the young Gentlemen of Quebec, who owned their own horses, allowing them to uniform and equip themselves at their own expense, pretty much in the same way as this Squadron has had to do ever since. No permanent service seems to have been required to be performed by the Corps before the war with England, and only occasional parades are spoken of, in fact it is more than probable that at first they were for ornament rather than for use; however this may be, no sooner was it known that General Wolfe's expedition was on its way to attack Quebec than these 'Beaux Sabreurs' were called out for active service, and right well did they perform their arduous duties, in maintaining communication between General Montcalm's army at Beauport and the City of Quebec, and also patrolling the heights from the Citadel, all along the plains of Abraham, and the St. Lawrence river as far as Cap Rouge. Especial mention is made by one of the Captains of Wolfe's ships of the indefatigable way in which these men did

their duty, and the clever little active horses they rode, looking the picture of what light cavalry should be, in their blue and silver uniforms. During the first winter of British occupation, the survivors of the voluntary Cavalry, with one or two exceptions, returned to civil life and their professional and commercial employments, taking the natural course decided for them by the English and French Kings, and as a matter of course, becoming loyal British subjects after the battle of St. Foy."

LeMoine, in his "Quebec, Past and Present," tells us that "The Quebec Volunteer Cavalry," numbering 200 men, were commanded by one of Montcalm's aides-de-camp, a cavalry officer, Captain La Roche Beaucourt, or as Mr. Joseph Marmette, in his interesting novel entitled "L'Intendant Bigot," states, p. 139:—"On forma aussi un corps de cavalerie, et le S. de la Roche-Beaucourt, aide-de-camp de M de Montcalm, et capitaine de cavalerie, en fut fait commandant."

Miles' "History of Canada under the French Regime" says at page 370 "that Montcalm had a reserve of upwards of 2,000 colonial troops and Indians, and 350 horsemen."

Knox's "Historical journal of the campaign in North America," published in London in 1769, makes constant allusions to, and gives the very highest praise to the valuable services which the Quebec Volunteer Cavalry rendered to the French Army, in the defence of Quebec. The historical records show that they were engaged in both the battle of the Plains of Abraham and that of St. Foy the following spring.

"Little is known of the individual men after this, and nothing was done to revive the Volunteer Cavalry in Quebec until about the year 1805, when the Hon. Mathew Bell determined upon organising a corps of volunteer cavalry, and did so a year or two afterwards, spending a very considerable sum of money out of his own private purse to equip them; and as he frequently took the Corps to Three Rivers (about 90 miles) and gave them other opportunities of a run across country with his pack of harriers, many of the "bloods" of the city were in the ranks.

"When the American war of 1812 broke out the Quebec Volunteer Cavalry were the first to offer their services, which were gladly accepted, and up to the termination of hostilities in 1815, the corps was more or less in constant requisition for one kind of duty or another . . .

"To come to more recent times—The Cavalry during the troubles of 1837 performed constant service and received general praise from both French Canadians and British Citizens alike, for their uniform good conduct and the moderation with which the arduous and trying police work of that winter was performed—but then as now there was always an '*esprit de corps*' which rose above any party feelings or differences of race or religion—for in the ranks in 1837 were French Canadians, some of them the descendants, too, of the original members, English, Irish and Scotch, Catholics and Protestants, all animated when in uniform by but one spirit, obedience to orders and the performance of a soldier's duty. . . ."

"In 1855 the Canadian Government having received a gift of the Ordnance and other lands decided to establish an active militia force, so a meeting was called at the Albion Hotel of all young Gentlemen who were fond of riding, to take advantage of the new act and form a troop of volunteer cavalry ; the only member who joined at that meeting, who is still in the Squadron, is Lt.-Colonel Turnbull. It so happened that difficulties arose about the appointment of officers and other matters, which ended in the troop offering their services to Colonel Bell and Officers of the old Quebec Volunteer Cavalry, and incorporated themselves with this ancient corps, thus perpetuating the unbroken continuation of the original regiment down to the present time."

From a perusal of other information given in the same records the Quebec Volunteer Cavalry continued to function very actively, as the following extracts will show:—

"The Corps was gazetted on the 17th January, 1856, and formed into a Squadron on the 13th of November of the same year. It had also the honour of being inspected by Col. de

Rottenberg on the Plains of Abraham, who at a dinner given to him the same evening at Kent House, St. Louis St., made sundry promises, which induced the Officers to immediately construct a Riding School at their own expense."

"In 1860 the Volunteer Cavalry took a prominent part in the reception to H.R.H. The Prince of Wales, forming escorts, etc., and Mr. J. F. Turnbull was unanimously named, at a meeting of citizens, as Secretary of the reception committee."

"In 1865 the presence of the 13th Hussars in Canada was taken advantage of by the Government to obtain the formation of two Schools of Cavalry—four N.C.O's. from the Quebec Squadron attended the Montreal School."

"The Squadron was called out for service by the Municipal authorities in connection with the ships' carpenters' riots, and was also placed on active service in anticipation of the Fenian Raids of 1870."

"The withdrawal of the Imperial Army having caused the formation of a local permanent Force, viz., "A" and "B" Batteries, Major Turnbull, who had received his brevet rank on the 28th of May, 1869, foreseeing the necessity of having also a Cavalry School, applied and was sent in 1872 to the 7th Hussars at Aldershot for further instruction, returning in time for the Point Levis Camp, where the Squadron performed their annual drill."

"In 1874 Major Turnbull was promoted to a brevet Lieutenant-Colonelcy, and attached to the Cavalry Brigade Staff at Aldershot for the manœuvres of 1875."

"On the 12th June, 1878, the Squadron was called out for service in connection with the ship labourers' riots, and again on the 12th July, 1879, on each occasion remaining on duty for several days."

"In 1879 the corps received from Her Majesty, in consideration of its long and meritorious service and loyalty, permission to be designated 'The Queen's Own Canadian Hussars.'"

"... on 30th October, 1879, Lieutenants Thomas S. Hethrington, and Charles Sharples' names appeared in the 'Gazette.'"

The Thomas S. Hethrington, mentioned above (now a major on the retired list and a former commanding officer of the Queen's Own Canadian Hussars) was the first officer to be attached to the Cavalry School Corps for instruction. He was attached at about the time the School was organised and obtained the first certificate ever issued at the School.

The "Records" are replete with much history concerning the various activities of the "Queen's Own Canadian Hussars" and its several forerunners, but enough, perhaps, has been given to trace the history of that unit without a break, to the early days of British Canada, and to show its connection with the Cavalry of the French regime. The Queen's Own Canadian Hussars were disbanded several years before the Great War.

The Cavalry School Corps was organised in 1883, by Lieut.-Colonel Turnbull. It was organised as an Hussar unit, and as such wore Hussar uniform, and remained Hussars until, to again quote from the record:—"By a G.O. dated 24th May, 1892, the Cavalry School Corps from being Hussars was changed to 'Canadian Dragoons,' and by a G.O. dated 11th August, 1893, information was received that Her Gracious Majesty had conferred upon the Corps the title of 'Royal Canadian Dragoons.'"

For the first two years of its existence the Cavalry School Corps used the saddlery and arms of the Queen's Own Canadian Hussars to enable it to function until the arrival of its own equipment.

In 1893 the regiment moved to Stanley Barracks, Toronto, and a squadron was sent to Winnipeg. This squadron later formed the nucleus of the Strathcona Horse.

In 1895, Colonel Turnbull was succeeded in the command by Lieut.-Colonel, now Major-General, F. L. Lessard, C.B. (retired).

On the outbreak of the South African War the regiment, recruited up to war strength, proceeded to South Africa, as the 1st Canadian Mounted Rifles, and whilst in the field, by special permission of Her late Majesty, Queen Victoria, was allowed to resume its proper title of the Royal Canadian Dragoons. The regiment was commanded throughout the

campaign with distinction by Lieut.-Colonel Lessard, who was awarded the C.B. Amongst the numerous decorations received during this campaign were three Victoria Crosses.

In 1908, during the visit of His Majesty The King, as Duke of Cornwall and York, to the Tercentenary at Quebec, The Royal Canadian Dragoons furnished the ceremonial and escort duties and as a reward His Majesty was graciously pleased to become "Colonel-in-Chief" of the regiment.

General Lessard was succeeded in the command by Lieut.-Colonel, now Major-General, V. A. S. Williams, C.M.G. (retired), who was in turn succeeded by Lieut.-Colonel, now Brig.-General, C. M. Nelles, C.M.G. (retired).

On the outbreak of the Great War the regiment was mobilised at Valcartier, under the command of Colonel Nelles, and served throughout the war, acting dismounted with the First Canadian Division until January, 1916, when it was withdrawn with the remainder of the Canadian Cavalry Brigade to be re-mounted, and from then until the close of the war formed part of the British Cavalry Corps.

Colonel Nelles was succeeded in the command by the late Lieut.-Colonel C. T. Van Straubenzee, killed in action 9th October, 1918.

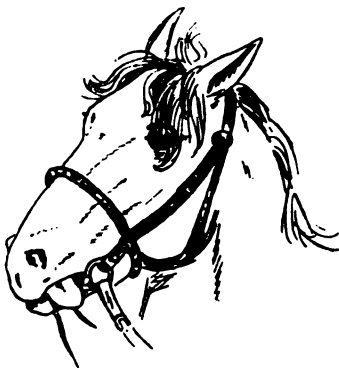
On its return from overseas the regiment was reorganised under Lieut.-Colonel F. Gilman, D.S.O., and reverted to its peace establishment with headquarters and "B" Squadron at Toronto, and "A" Squadron at St. Johns, Quebec. Colonel Gilman was succeeded in the command by the present commanding officer. "A" Squadron is commanded by Major D. B. Bowie, D.S.O., and "B" Squadron by Major R. S. Timmis, D.S.O.

Of those regimental officers still on the active list in Canada are Major-General J. H. MacBrien, C.B., C.M.G., D.S.O., Chief of Staff, and Major-General J. H. Elmsley, C.B., C.M.G., D.S.O., late Adjutant-General, now G.O.C. Military District No. 3.

By permission of His Majesty The King the regiment has recently been affiliated with the 1st Royal Dragoons ("The Royals").

When it is realised that it was as an officer of the Queen's Own Canadian Hussars that Colonel Turnbull conceived the idea of forming a Cavalry School, that it was in this capacity he applied for and was granted the necessary appointments to enable him to prepare himself for the task of forming such a School, that it was as Officer Commanding this corps that he applied for, and mainly through his instigation, that authority was granted him to form the Cavalry School Corps, it will be readily acknowledged that there is a real link between the now defunct Queen's Own Canadian Hussars and the present Royal Canadian Dragoons. It may not, therefore, be too much to say that the Royal Canadian Dragoons have fallen heir to the historical traditions of the Quebec Volunteer Cavalry ; that the record of the regiment can be carried back to the earliest days of British Canada, and that we form a link with the days when the "Fleur de Lys" flew over the Citadel at Quebec and Wolfe's glorious accomplishment had not yet been achieved.

*Note.*—The writer is indebted to Major E. A. HETHRINGTON, R.C.D. (retired), for his assistance in the preparation of this article.



*AIRSHIPS*

By GROUP CAPTAIN P. F. M. FELLOWES, *Royal Air Force*

To some people an airship is merely a large vulnerable and very fragile object which floats up into and can be propelled through the air, while others have been known to refer to them irreverently as "funny old gasbags." This, of course, is only a popular view and probably nobody who reads this JOURNAL thinks of them in quite this way, but few can realise what the future holds for them. In pre-war days several nations started their development, notably Germany, through the agency of Count Zeppelin and Messrs. Parseval, while both the Navy and the Royal Engineers in England were concerned in their early development. Progress, however, before the war was mainly confined to Germany who brought the rigid airship up to a point of comparative efficiency, in actual fact they had made over 2,000 flights during which they carried 42,000 people without mishap.

During the war the Germans, Italians and ourselves were the nations who took airships most seriously, each nation selecting a different type to develop, the Germans the rigid, ourselves the non-rigid until towards the end of the war, when we also took up the rigid, and the Italians the semi-rigid. The Germans through force of circumstances were compelled largely to misuse their airships by sending them out to bomb countries protected by aircraft and thus threw them open to easy destruction by ourselves once we had devised the proper weapon.

The Italians also were forced partially to misapply their airships to the same doubtful purpose. We, on the contrary, used ours almost entirely for convoy work, oversea reconnaissance, submarine and mine searching. A very proper use for

them, but not one which brought them much before the public eye. To this combination of circumstances plus extraordinary financial stringency can be attributed the disappearance of airships after the war.

Before considering the future uses of airships and their development, it would probably be wise to discuss a few broad facts relating to the different types of airships, their methods of construction, their lifting, propelling and manœuvring powers. The chief difference between an airship and an aeroplane is that the former is actually as light or lighter than air and therefore does not depend upon its engines for the maintenance of its position in the air. This quality is conferred on an airship because the gas with which it is filled is itself lighter than air. The various gases which have been used or considered for airships are hydrogen, helium and coal gas, weighing respectively  $5\frac{1}{2}$ , 11 and 35 lbs. per 1,000 cubic feet, against a weight of 80 lbs. per 1,000 of dry air. Therefore, it will be seen that hydrogen is the gas which gives the best lift, in fact, if it is perfectly pure (it never is in actual practice) every 1,000 cubic feet contained in an airship gives a lift of  $74\frac{1}{2}$  lbs.

The next question to be considered is how this gas is contained in an airship. In the non-rigid airships built to date, it is contained in a large flexible fabric envelope, in the semi-rigid airships it is contained in a number of compartments in a large flexible envelope attached to a rigid keel. Both of these types of airship have large air bags called ballonets within the envelope, these bags can be blown out or retracted to preserve the shape of the envelope as the gas expands or retracts or is discharged. In the rigid airships the gas is contained in bags held in place by wiring and the frames making up the structure, in fact, a rigid airship can be visualised as a row of gas balloons contained in compartments within a rigid cylindrical frame, made up of circular transverse frames held in place by longitudinal girders and strengthened by a system of wiring, the whole being covered by a strong cotton cover doped on its exterior.

Gas at ground level occupies a certain cubic capacity which increases by about 1/30th of its volume for every 1,000 feet the gas is raised above the earth. It is obvious from this that unless the container is elastic, gas and consequently lift has to be sacrificed in order to avoid bursting the container. To allow for the adjustment of the weight of the airship due to this loss of gas, ballast is carried.

It becomes obvious from this that an airship cannot rise and descend due to the impelling power of the gas or ballast alone more than a limited number of times, but the airship is provided with another method of raising and lowering itself vertically, viz: the effect of the speed of the airship through the air on the elevating planes.

Picture an airship filled with gas at ground level. This ship will be so ballasted that she will have a certain lift when she leaves the ground, she will then ascend to the maximum height at which she intends to navigate, valving the gas she is forced to by the expansion which takes place and any gas she may have to get rid of in order to make her the same weight as the atmosphere she displaces. She is then balanced at all heights.

She now goes ahead and by means of her elevators she can be driven down below this height or driven up to this height without any further loss of gas. If she ascends further than this height she has again to valve gas and thus loses lift which she is only able to compensate for either by burning her fuel or unloading her ballast.

R.33, a rigid airship containing two million cubic feet of hydrogen, has a lift, when full, due to the gas, of 60 tons, and the action of her elevators, at full speed, gives her an additional dynamic lift of about  $4\frac{1}{2}$  tons. In the new ships now being built which are to be of five million cubic feet capacity, there will be approximately 150 tons gas lift and 15/17 tons dynamic lift due to the action of the elevators. In existing rigids approximately half the gas lift is absorbed by the fixed weights such as the frame work, wiring, fuel system, accom-

modation, power cars, engines, gasbags, cover, etc., and the other half remains for the fuel, ballast, food, crew, passengers or freight.

To go further into the question of the structure of an airship in an article of this length would be quite impossible. It is only necessary to say that all types of airships, non-rigids, semi-rigids and rigids have stood up extremely well to the weather they have hitherto encountered, provided they have been handled with experience and judgment and also that they are multiple engine craft not actually dependent on their engines for their maintenance in the air. Naturally, an airship which has been built to attain great heights must be of a lighter structure than one built for ordinary purposes at normal heights, and with an airship of the former type it would be unwise to drive her at great speeds through bad weather in the heavy atmosphere prevailing near sea level. This has been the cause of disaster in the past, but in future airships which are being built mainly for commercial purposes and therefore to be handled near the earth's surface, this danger will not occur. In the next war, if airships again have to go to great heights, they will again have to be specially designed for this purpose, and therefore they will have to be built of a very light structure and their pilots will have to handle them with the consideration to which they are entitled.

In future airships the whole design will have been worked out most accurately on scientific engineering principles, and ships will be built with an adequate factor of safety for the work they are to be asked to carry out. During the war development it was never possible in any country to settle down to investigate the problems involved in the proper manner and the country foremost in airship construction, namely Germany, developed her airships almost entirely on empirical methods.

That is to say, they first built a heavy and comparatively inefficient ship and in the next ship fined the structure down a bit until they eventually produced a ship like the L.70 class (French Dixmude) which could go to 20,000 feet and over, but

which had to be handled with extreme care at low levels and in other respects.

We ourselves developed our rigids entirely from captured German vessels, and it is only in the last year and a half that the British have been able to conduct the necessary experiments to provide the information to enable them to design an airship on truly scientific principles. There is nothing mysterious in the design of an airship once the data is obtained and the problems involved in its design, and there are very many, are clearly understood. Its design is then a matter of hard thinking combined with the correct application of sound engineering practice to a known problem. Perhaps it would be as well to qualify the word "known" by saying of necessity there are certain factors which can only be estimated for at present, such as the rates of change of direction and strength of gusts of wind which arise in cyclones and thunderstorms, but these will be amply allowed for.

As regards the stabilising fins, rudders and elevators which enable the airship to be manœuvred they are quite normal and are situated in the stern of the airship. As will be expected, with a vessel of the size of an airship, the present size being some 730 odd feet long and 140 feet diameter, the turning circle and movements generally are slow and of large dimensions.

The power units in an airship are carried in separate gondolas which are suspended by wires and strutted away from the body. In the past the fuel used for these power units was petrol, a type of fuel which constituted a really serious fire risk to airships and which it has now been decided to discard in favour of a mixture of paraffin and hydrogen or heavy oil. Either of these new fuels will with proper precautions decrease the risk of fire in an airship to very little above that met with in the sea-going ship. The question of the use of helium—a non-inflammable gas derived from natural gases—instead of hydrogen gas for the inflation of airships has been considered, but for two reasons, first, lack of helium, and secondly, the difference in lift afforded by helium—a difference which would

always have to be subtracted from the useful lift—it has been decided to continue to use hydrogen. Hydrogen when mixed with air becomes dangerous if in contact with fire but this is not considered to constitute any serious risk in an airship as there is no incendiary agency situated in the area occupied by hydrogen gas, which is in the top of the ship well clear of passenger accommodation and freight space, etc.

It is a known fact that hydrogen-filled rigid airships have several times been struck by lightning when passing through thunder storms without any ill effect and there is no proven case of a rigid airship's destruction by lightning. In fact, the greater danger in a thunderstorm in the past to an airship was not lightning but the serious gusts which it had to encounter and for which, in many cases, it had not been properly designed.

The accommodation in airships due to their immense size is of a very generous nature. In the new ship R.101, which will have a lift of 35 tons above that required for structure, weights, fuel for a normal voyage, crew, etc., there will be accommodation for 100 passengers and freight, aircraft or military stores, which can readily be converted for the use of troops in which case the number can be increased to 200, as the latter would not expect the comfort afforded to the former. The passengers will each have their own berth and a large dining-room, large lounge and small promenade and smoking room and usual conveniences at their disposal.

The range of airships increases very rapidly with the size of the ship, due mainly to the fact that the resistance does not increase in the same proportion as the capacity or lift. In the war, the non-rigids in use by the British had ranges of between 600/2,000 miles at speeds varying between 45/60 m.p.h. The lengths of these ships varied approximately between 150 and 260 feet. The rigids in use in the war by ourselves and the Germans had ranges up to 6,000 miles and speeds which went up to over 65 m.p.h., the lengths of these ships extending to over 700 feet. In the future, and in fact now, ships have been built of greater ranges than this; Z.R.3 the German airship

built for the Americans now called "Los Angeles," carried out a voyage of 5,000 miles at a speed of 60 knots and has probably got a range of nearly 8,000 miles at 70 m.p.h. The two new five million cubic feet ships being built for the British Government will have considerably greater ranges, in fact if all the disposable lift were taken in fuel there is no reason why one of these ships should not circumscribe the globe in still air without re-fuelling. But under normal conditions with a commercially paying load or a useful military load, the range of these ships cannot safely be estimated to be more than 4,000 miles. From these two ranges it becomes very obvious that that of an airship is very largely dependent upon what it is asked to take into the air. These two new ships will be between 700 and 750 feet long, 130-140 feet diameter, and will have between 3,500-4,500 h.p. given by four to six engines resulting in a full speed of approximately 80 m.p.h. As far as is known at present there is no definite limit to the size of airships, and as they increase largely in efficiency with size this appears to promise a very rosy future for them. But there are difficulties in front of them and one of these difficulties is the provision of gasbag material—it at present consists of gold beater's skin (an intestine of an ox) glued to cotton. It takes over a million cattle to provide the material for one airship but there are indications that this difficulty will be solved by the provision of a manufactured synthetic material in the future.

The landing facilities which are necessary to enable the airship to come into port have an important bearing on the uses to which airships can be put. There are two main systems by which this can be accomplished, one is by landing the airship and taking it into a shed and the other is by bringing her to what is known as a mast. Either of these methods enables the airship to re-fuel, re-gas and discharge and take in passengers and freight. There are other emergency methods which do not give these facilities which can be used for temporary landing places. To take an airship into a shed it is essential that there should be little wind and a very large handling party, between

200 and 700 people according to the strength of the wind and the size of the airship. Briefly, before landing, the airship is first ballasted so that she has a very little excess gas lift and so that she floats on an even keel without assistance from her engines, this is done by means of valving gas and, or, dropping ballast. She is then brought down near to the ground head to wind, her mooring rope and handling guys are dropped and seized by the landing party who then walk her into the shed.

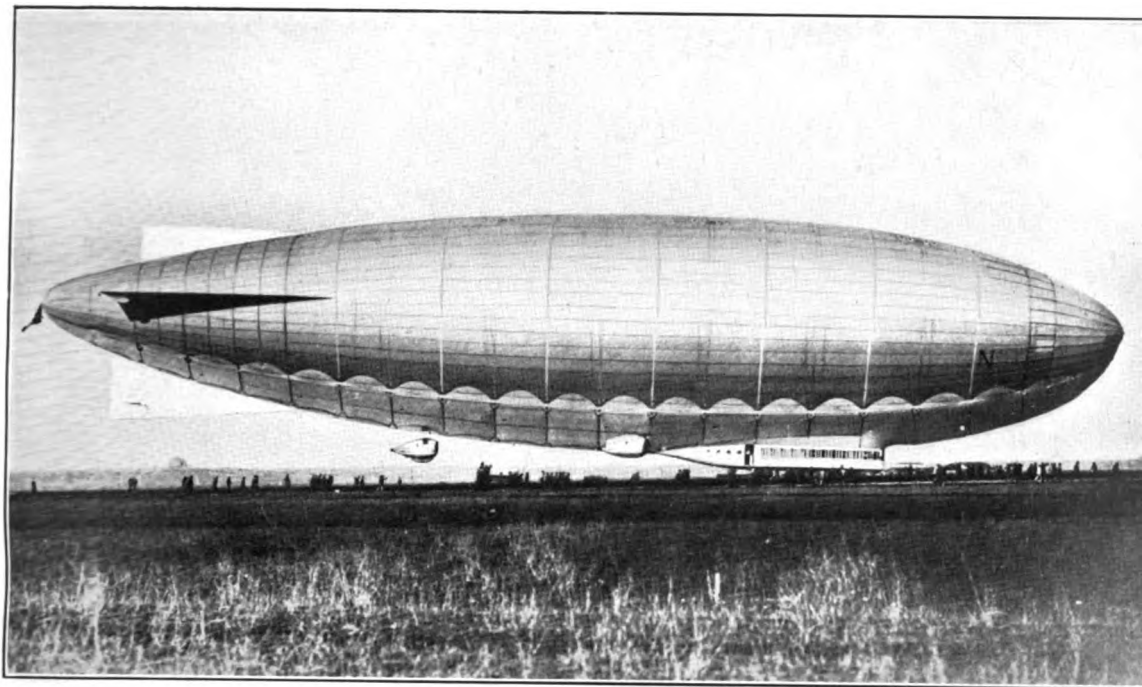
To bring an airship to a mast requires only a very small number of men, about ten. This development in landing has made airships commercially possible. The method by which an airship (and so far this method has only been adopted for rigid airships) can be brought to a mast is shortly as follows :

The captain of the ship carefully ballasts the ship as related above. He then flies her slowly up wind towards the mast, and when at a height of about 500 feet drops out a wire from the nose which is shackled on to a wire lying on the ground which has previously been led through a movable vertical arm on the top of the mast. (The mast is a framework about 200 feet high). This wire is then hauled taut, the airship rising slowly to allow the wire to taughthen up gently until she is riding at a height of about 1,000 feet above the mast. The wire is then hauled in with the tail of the airship down, thus allowing the airship to ride in a stable manner. When the airship has been hauled in to within about 400 feet of the mast head, two more wires are dropped out from the nose of the airship and shackled on to wires on the ground. These latter wires have previously been led through blocks so situated as to render them capable of preventing the nose of the airship from diving down and forwards on to the mast head. All three wires are then hauled in slowly until the cone of the nose of the airship enters the cone at the top of the mast. When this happens the movable arm on the top of the mast, which has hitherto been following the direction of the wire, is made rigid and the airship is able to revolve freely round the mast or move in a vertical direction or roll in relation to the mast. Actually,

the airship, except in very bad weather, lies at the mast so steadily that it appears as if she was rigidly fixed. When at the mast passengers can freely enter or leave the ship by means of a closed-in gangway, which leads from a platform on the head of the mast into the airship; also the airship can be re-fuelled, re-gassed, re-provisioned, etc. Airships have left and been brought to the mast in winds of 30-40 m.p.h. and have safely remained at the mast in winds up to 60 m.p.h.

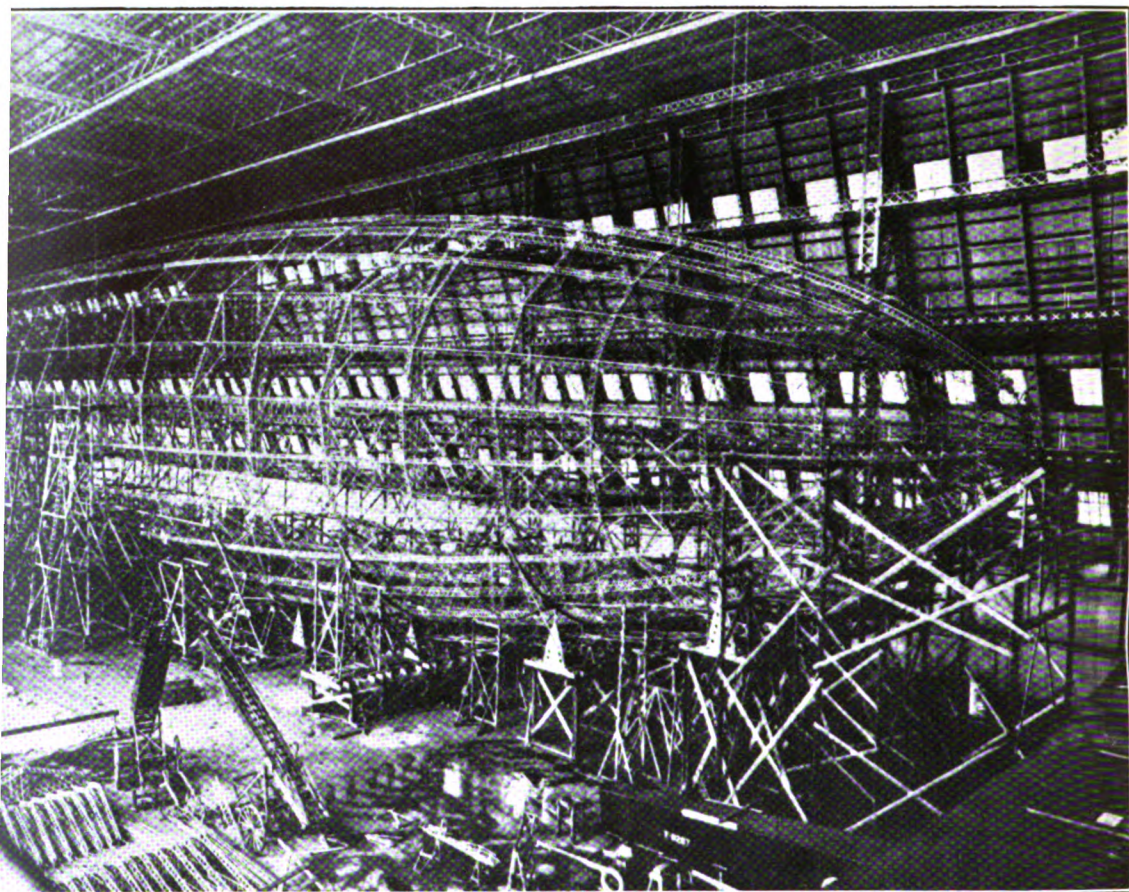
Having reviewed very roughly the characteristics of an airship it is now possible to discuss the uses to which they can be put in peace or war.

To sum up, we know that airships can go to the mast in ordinary weather, can fly at any height, provided they are not too heavily loaded to reach that height, will be able to stand up to any weather which they may encounter, though made of very light material are strongly designed, have a number of engines and therefore are not stopped by engine breakdown and that they are not actually dependent, except in a minor degree, upon their engines for maintaining their height in the air. We also know that due to their great size they have a very long range. This great range, greater than any other power propelled vehicle, confers on them two great advantages, one is that they are capable of following the shortest line between two points on the earth, a privilege denied to heavier-than-air aircraft by their short ranges and the consequent necessity of following a line of landing grounds, and to sea and land vehicles by the distribution of sea and land. The other is that due to their great range they can, with a proper meteorological service, so vary their courses between different points on the globe as to get a following wind, and as airships are air borne this means that the wind increases their speed in direct proportion to its resultant speed along the airship's course. Therefore they are at a great advantage in these respects over all other modes of conveyance. Take as an example, of the first advantage a voyage to Japan from England, in anything but an airship, this voyage would have to be attempted by a route closely

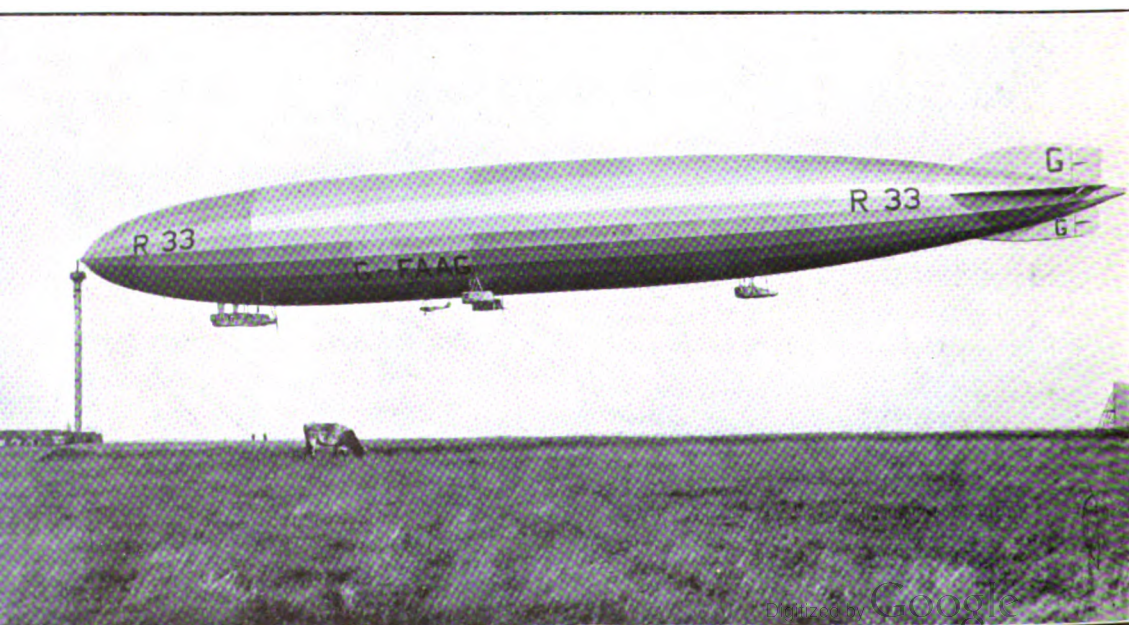


**Italian Semi-Rigid**





R.34 under construction ; she afterwards crossed the Atlantic



conforming to the sea coast between England and Japan, whereas an airship would proceed direct over Russia and Siberia to Japan.

Innumerable examples of this sort can be instanced, therefore it appears that the airship as far as its capacity for movement is concerned is unrivalled but at the same time it must be acknowledged that for actual speed through the air it is at a great disadvantage in comparison with the aeroplane for short distances and it is probable that it will be some time before an airship which is capable of proceeding at over 100 m.p.h. will be built. The aeroplane and airships are, however, not rivals, as the aeroplane, due to its high speed, will always beat the airship both economically and for speed over short routes and will in the future probably act as a feeder for airship routes.

From a military point of view, however, an airship has its great weakness of vulnerability to contend with, this weakness, due partly to the lightness of its structure and partly to the gas responsible for its lift, can never be entirely overcome. An airship's greatest enemy will always be the aeroplane but now that it has been definitely proved by experiment that aeroplanes can easily leave and return to airships they are also the airship's best protectors.

Against its vulnerability several other advantages can be placed, these are cheapness and speed of production, a small crew compared to the surface ship and an unrivalled capacity to hover over one spot at slow speeds for long periods. The former would always justify the risk of the total loss of a ship to obtain an important advantage, but in the balance of a nation's resources it is probable that the disadvantages of the airship will always render it impracticable for military use when flying over countries armed with heavier-than-air aircraft, but over sea and land, where no armaments of this type have to be faced, or have only to be faced under conditions advantageous to the concealment of the airship, it seems that its superiority over all other forms of transport will be so great as often to outweigh its vulnerability.

It is possible to conceive a number of military uses for airships with regard to the transport of troops, airmen or urgently required material, such as light stores, complete aircraft, or parts of aircraft; and also many new uses for airships will come into being as their development as aircraft carriers proceeds. It would be premature to attempt to forecast these at present, until the actual full scale experiments with service aircraft have been carried out. At the moment, the only experiment of hooking-on and dropping aircraft has been carried out with an old ship and a light aeroplane; the results of these experiments were, however, sufficiently definite to show that there is no inherent difficulty in the developments forecasted above.

Propheying in connection with the commercial future is, however, not so difficult. The comfort provided by the airship, their steadiness and cleanliness, the wonderful panoramic view afforded, escape from the nuisance of custom, their great speed in comparison with other recognised forms of transport, the fact that steamships in the case of passenger liners have already exceeded their economic speed, all point to a great future for airships as passenger, mail and valuable light freight carriers.

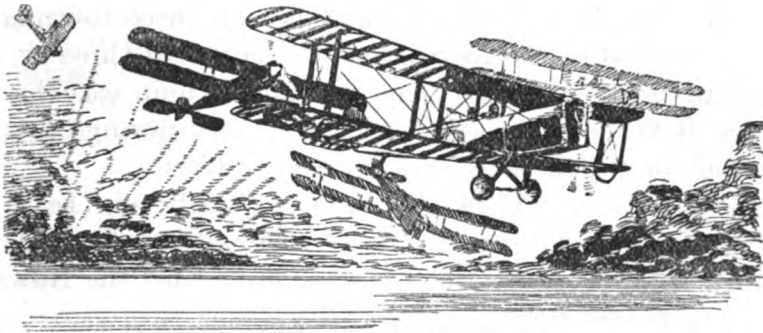
A glance into the future makes it possible to visualise the great air liners as they pass over the capital cities of countries on their trans-continental routes, receiving mails and passengers by "tender" aeroplanes as they continue their voyage.

Someone has said "communications are civilisation"; a mental survey of the world might well convince us that this is so, and if airships are the success they are expected to be, they may have an almost overwhelming effect on the future of the British Empire. The British Empire with its widely separated components is in most urgent need of the most efficient and speedy form of communication, and it is probably the consciousness of this fact which has induced the British Government to undertake the present airship programme.

This programme is based on the principle that if airships are to be developed, they must first be developed commercially

and therefore the airships which are to be built are destined to be tried out on our most important commercial highway, which is the road to the east.

The actual items comprising the present British programme are the building of one big shed in England and one in India and three masts, one in England, one in Egypt and one in India, plus the construction of the two five million cubic feet rigid ships, for the Indian route. On these lines it is hoped to place the development of airships for the use of the British Empire on a firm and enduring foundation.



*REGIMENTAL ITEMS OF INTEREST.**5th/6th Dragoons, Risalpur, N.W.F.*

THE Northern Command Manœuvres, predicted in our last Notes, proved to be exceedingly strenuous, and quite the most realistic imitation warfare ever carried out by troops in India.

The short spell of Cavalry concentration at Campbellpur had enabled us to fit ourselves and our new horses and to get to know something of the country over which we eventually battled.

In the Polo line the Regiment has won three tournaments since we arrived in the North, and we have had three or three and a half teams in each. The Mardan Autumn was the first. This was followed by the N.W.F. Cup, played during Christmas week and for which there were twenty entries.

After our return from Peshawar a Subaltern's Team was formed with a view to practice for the Subaltern's Tournament, and this, with two other teams, was entered for the Nowshera Handicap Tournament.

*9th Queen's Royal Lancers, Abbassia.*

## POLO.

*Summer, 1925, and Spring, 1926.*

During the hot weather in Palestine a team of "Philistines," composed of 9th Queen's Royal Lancers, visited Alexandria and won the Open Cup in July.

Later, "The Lost Tribe" descended on Egypt again and carried off the Cup for the Subsidiary Tournament at the Alexandria Autumn Meeting.

The Regiment was moved from Palestine to Cairo in the second week of February, 1926, and so missed the early part of the Polo season in Egypt, in fact, the date of the move actually corresponded with the first day of the Open Cup Tournament; however, the Regiment was represented in this tournament and in the preceding one, the Lady Maxwell Cup, as well, but were defeated in the final of the Open Cup after a good game.

The two remaining important soldier tournaments of the year, the Inter-Regimental and the Subalterns, will find the Regiment represented under more favourable circumstances.

## BOXING.

*Command Individual Championships.*

Light Weight	Runner-up	Farr. Naylor.
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*Palestine Command Novices Boxing Meeting.*

12th December, 1925.

Light Weight	Winner	L/Cpl. Goddard.
Bantam Weight	Winner	Tpr. Earle.
Welter Weight	Runner-up	Farr. Arnold.
Bantam Weight	Runner-up	L/Cpl. Pinchen.

*Special Contests.*

Light Weight	Winner	Cpl. Johnson.
Feather Weight	Winner	Farr. Allen.

## LUDD HUNT. POINT TO POINT.

*Light Weight Race.*

2nd.	Major E. R. Chanter's	Likely	Owner.
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*Heavy Weight Race.*

1st.	2/Lieut. F. Flower's	Mike	Owner.
2nd.	Lieut. Hon. D. C. F.		
	Erskine's	Yimkin	Owner.
3rd.	Major G. F. Reynold's	Jumbo	Owner.

*Troop Horses.*

1st.	L/Cpl. Somersville's	Redwing	Owner.
2nd.	Tpr. Hamilton's	Tiny	Owner.

*Consolation Stakes.*

1st.	Major L. W. Diggle's	Sunny Jane	2/Lieut. M. A. A. Little.
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## MOUNTED COMPETITIONS.

*Cavalry Brigade Horse Show.*

Section Tent Pegging	1st.	9th Q. R. Lancers.
Individual Tent Pegging	1st.	R.S.M. Woolgar.
All Arms Competition	2nd.	R.S.M. Woolgar.
All Arms Competition (Cl. 1)	2nd	L/Cpl. Boddington.

*Palestine Gendarmerie Sports Samakh.*

Individual Tent Pegging	1st.	Capt. L. H. H. Harris.
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*Palestine Police Sports Jaffa.*

Individual Jumping	1st.	Sgt. Ballard, D.C.M.
Individual Tent Pegging	1st.	R.S.M. Woolgar.

*Regimental Sports, 30th January, 1926.*

Best Man at Arms	1st.	S.Q.M.S. McIntyre.
	2nd.	R.S.M. Woolgar.
	3rd.	L/Cpl. Boddington.

*General Sir H. A. Bushman, K.C.B., Cup.*

Best Man at Arms (Corporals and Troopers)	1st.	L/Cpl. Boddington.
	2nd.	Tpr. Murphy.

## ATHLETICS.

*Palestine Command Nine Miles Run.*

1st.	Bdsm. King	9th Q. R. Lancers.
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## FOOTBALL.

Winners: 3rd Troop "B" Squadron. 8 goals.

Runners-up: No. 1 Machine Gun Troop, H.Q. Squadron. 0 goals.

*2nd Lancers (Gardner's Horse), Poona.*

The Annual Sports were held on 1st December, 1925 (Cambrai Day).

"C" Squadron (Jats) won the Inter-Squadron Shield, with "A" Squadron (Mohammadans) 2nd.

Risaldar Major Udmi Ram, I.D.S.M., was awarded the Order of British India, 2nd Class, in the New Year Honours.

*15th Lancers, I.A., Sialkot.*

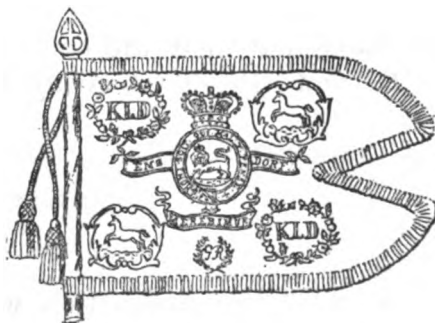
On 15th October the Regiment moved in relief from Lucknow to Sialkot in the Punjab, a move much appreciated by the Indian ranks, whose homes are all in or near the Punjab.

On 24th October, the Regiment marched from Sialkot with the other units of the 2nd Indian Cavalry Brigade ("C" Battery R.H.A., Queen's Bays, 12th Cavalry, 33rd Field Troop S. & M., "B" Cavalry Brigade Signal Troop) to Hatti, near Attock, where it took part, first in a Cavalry concentration and later in the Northern Army Manœuvres. After this the Regiment marched back to Sialkot arriving there on 12th December.

*20th Lancers, I.A., Delhi.*

The 20th Lancers proceeded into training camp with the 3rd Indian Cavalry Brigade, under the command of Colonel-Commandant H. A. Tomkinson, D.S.O., for a week during December, 1925.

Captain P. C. Bullock, of the Regiment, has taken over the duties of Honorary Secretary, Delhi Tent Club, from Lieut.-Colonel A. C. Brooke, who has proceeded on leave to England. Up to date forty-two pig have been killed this season.



### NOTES.

#### REGIMENTAL ALLIANCES.

**THE King has approved of the following Regimental Alliances :**

##### AUSTRALIAN MILITARY FORCES.

3rd Light Horse Regiment to the 3rd The King's Own Hussars.

##### CANADIAN MILITIA.

Non-Permanent Force—The Fort Garry Horse to the 4th/7th Dragoon Guards.

##### NEW ZEALAND FORCES.

4th New Zealand Mounted Rifles (Waikato) to the 4th/7th Dragoon Guards.

#### ARMY CHARGERS.

It is officially stated that chargers supplied for military purposes may be used by officers for general purposes such as hunting, polo and show jumping, on payment of the following quarterly charges :—

*At Home.*—Household Cavalry chargers, £3 5s. ; other chargers, £3 ; cobs, £2 2s. 6d.

*Abroad.*—Chargers and cobs, £2 2s. 6d.

#### ARMY RESERVE.

An Army Order states that there will be no Training during 1926 for Sections "B" and "D" of the Army Reserve.

#### EX-CAVALRYMEN'S ASSOCIATION.

135, Regency Street,  
London, S.W.1.

##### *Employment.*

Since the last report of the Association was published a further 250 men have registered their names for employment.

The following statement shows the position to date :—

Number of men who have registered at the employment bureau .. .. .	826
Number of men who have been placed in employment by the Association .. .. .	421
Number now in communication with prospective employers	18
Number struck off register for various causes .. ..	94
Number who have failed to reply to offers of work ..	20
	<hr/>
Still remaining to be placed .. .. .	553
	<hr/>
	273

Of the 273 remaining, 128 have registered only during the last two or three weeks.

### *Financial.*

A Balance Sheet for the period 1st June, 1925, to 31st December, 1925, is appended :—

<i>Receipts.</i>			<i>Expenditure.</i>		
	£	s. d.		£	s. d.
To Balance brought forward	40	15 7	By Office expenses (petty cash, wages, etc.) ..	85	0 0
„ Subscriptions .. ..	43	5 0	„ Stationery .. ..	16	0 5
„ Rent .. .. .	34	0 0	„ Telephone .. ..	10	7 5
„ Grant from United Services Trustee .. ..	19	12 0	„ Rates .. .. .	11	2 4
„ Overdraft at Bank ..	51	1 8	„ Water Board .. ..	1	12 2
			„ Rent .. .. .	63	15 0
			„ Bank Charges ..	0	16 11
					<hr/>
Total .. .. .	£188	14 3	Total .. .. .	£188	14 3
		<hr/>			<hr/>

### HOME MAGAZINES.

The Editor acknowledges with thanks the receipt of the following journals :—

TITLE.	DATE.
<i>Faugh a Ballagh (R. Irish Fus. Regimental Journal)</i> - - -	October, 1925 and January, 1926.
<i>Artists' Rifles Journal</i> - - -	September and December, 1925.
<i>The Ypres Times</i> - - -	October, 1925 and January, 1926.
<i>Journal of the R.A.M.C.</i> - - -	October, November, December, 1925, January and March, 1926.

<i>Royal Tank Corps Journal</i>	-	-	October, November, December, 1925, January, February and March, 1926.
<i>The R.A.S.C. Quarterly</i>	-	-	October, 1925, and January, 1926.
<i>The White Lancer</i>	-	-	October, 1925, and January, 1926.
<i>The Veterinary Journal</i>	-	-	November, 1925.
<i>The Gunner</i>	-	-	September and November, 1925.
<i>On the March</i>	-	-	October, 1925.
<i>The Mermaid</i>	-	-	October, 1925, and February, 1926.
<i>The Wasp</i>	-	-	October, 1925, and January, 1926.
<i>The Fighting Forces</i>	-	-	December, 1925, and March, 1926.
<i>Owl Pie</i>	-	-	December, 1925.
<i>The Nineteenth Century</i>	-	-	February, 1926.
<i>The Dragon</i>	-	-	February, 1926.
<i>The Royal Engineers Journal</i>	-	-	March, 1926.

### POLICING THE MATABELE.

Shorn of the fighting and the adventure that marked the 'nineties, life in the Mounted Police of Rhodesia still holds enough romance amply to satisfy the need of the average man.

The days when Lobengula ruled the warlike Matabele and the unrolling of the map of Africa was a task attended by constant danger and calling for ceaseless vigilance have gone for ever, but the free life of the open air amid the waste spaces of Britain's youngest Colony is still one to stir the blood of any healthy Englishman.

The British South Africa Police, to whom is entrusted the task of carrying justice over a territory four times the size of the British Isles, numbers only 600 men, split up in tiny detachments of two or three, living isolated lives in the heart of the bush. It is practically the only remaining corps of all the Colonial police forces that attracted so many young Britons abroad three decades ago, and now, as then, its ranks are mainly filled from the public schools.

The lure of sunlit days in the saddle, of nights under the stars, of big game and small, of care-free existence in a young country, is still irresistible to adventurous youth.

To each man on a sub-station is assigned an area for which he is responsible. It may be anything up to 2,000 square miles

in extent, but once in every month he has to patrol it and to visit every isolated European farm and every native kraal.

It may take him a fortnight or three weeks, but off he goes with his rifle, his horse, and his pack-donkeys, a modern knight seeking adventure. Down lonely veld tracks, across great open spaces, up the hills and down the plains he rides, camping by the streams when dark comes down, to dream over his fire. The grey dawn finds him in the saddle, the mid-day blaze of the tropic sun sends him to the shelter of the trees.

J. S. B.

#### COMMUNISTS AND THE ARMY.

The following letter has been issued by the Army Council to all General Officers Commanding-in-Chief and General Officers Commanding at Home and Abroad :—

*23rd December, 1925.*

SIR,

I am commanded by the Army Council to forward a copy of a leaflet which has recently been distributed to the troops throughout Great Britain by Communist propagandists.

I am to say that the Council are satisfied that all ranks of the Army deeply resent, not only the efforts of the authors of this and similar leaflets to beguile them into acts of disloyalty, but also the insult thrown at them in the indecent remarks which the authors, in their ignorance of a soldier's true character, imagine will prove attractive.

The welfare of the troops is a matter of complete indifference to these persons, whose object is to reduce the Army to a state of inefficiency and untrustworthiness in the hope that this will assist them in their aim of creating a state of affairs out of which they hope to profit, although it can only bring in its train disorder, loss and suffering to others.

I am to request that you will communicate the contents of this letter to the troops serving under your Command, and inform them that a copy of it is being communicated to the Press in order that the public may be made aware of this insult to the moral character, loyalty and intelligence of the Army.

I am, Sir,

Your obedient Servant,

H. J. CREEDY.

## MEMOIR.

Major-General Walter Fane, C.B., was born in 1826, and died in 1885. He was educated at Charterhouse from 1839 to 1844 and appointed a Sub-Lieutenant in 1845. He was promoted Lieutenant in 1853, Captain 1860, Major 1861, Lieutenant-Colonel 1869, Colonel 1875, and Major-General 1879. During his service he served with the Madras Staff Corps and raised Fane's Horse, 19th Bengal Lancers in 1860.

At the time of his retirement he held the following decorations, which are now in the possession of Colonel William Fane :—

North West Frontier.

Central India, 1857-58.

China Taku Forts, 1860.

Companion of the Order of the Bath, 1871.

Afghanistan, 1878, 1879, 1880.

His War Services, as stated in Hart's Army List, 1877, page 512, were as follows :—

"Colonel Fane served in the Punjab Irregular Cavalry from 1849 to 1857, present at several affairs against the Hill Tribes on the North-West Frontier; pursuit and final capture of Taratia Topee in Central India in 1859 (Medal); raised a regiment of irregular cavalry for service in China, and present at the taking of the Peiho Forts; commanded Fane's Horse at the affair of Sinho, actions of Chinkiawhaw and Pulli-Chi-On and final capture of Pekin (Medal), Brevet of Major and C.B."

He was a very fine artist and many of his paintings are in the Officers' Mess of Fane's Horse. He studied painting in Europe whenever he went home on leave.

In the Afghan War, Colonel Fane had some difference of opinion with a certain general and though he served throughout the campaign on the Kabul front, he was not in command of any considerable force in the field.



### *DOMINION AND FOREIGN MAGAZINES.*

THE United States "Cavalry Journal" for January begins with a thoughtful article by Brig.-General E. L. King on Command, which contains many wise sayings, for example: "All of us have seen men who were educated beyond their intelligence, sometimes known as 'bright damn fools.' These are not commanders." "Knowledge comes but wisdom lingers" in fact. He also quotes a remark, "the successful commander is a man who has seven parts common sense and one part dope." And he points out how necessary it is for a commander to have handy someone possessing qualities which he himself lacks. He quotes as historical instances Napoleon and Berthier, Blucher and Gneisenau, Grant and Rawlins and Foch and Weygand. Lieut.-Colonel K. A. Joyce writes on our Army Manœuvres, 1925, and it is gratifying to read his conclusion, "if we can judge by the results obtained Cavalry holds a future as brilliant as its past." There is a translation of an article by General N. N. Golovine on Modern Cavalry and its Organisation which is somewhat outspoken in its comments on the European War. Major J. A. Considine writes most interestingly on Big Game Hunting in Indo-China. There is also a little note stating that the average age of United States general officers (i.e., from General down to Brig.-General) serving in the World War was forty-nine years. And I am delighted to see another portrait of our young friend, Peggy, who won the 1925 Endurance Ride as she did that of 1924. But, so far as beauty goes, she has a serious rival in Lillian Russell, who won the third prize. Some looker!

The "Revue de Cavalerie" for November-December, 1925, opens with a spirited article by General Lavigne-Delville which

is to appear as a preface to Colonel Audibert's "*La Poursuite de 1806.*" Someone had the temerity to say to the General, "*Vous croyez encore au cheval? Ne préférez vous pas la machine?*" He replied briefly, "*Non,*" and surely he would have been justified in adding a *sacré* or two. He also points out the danger of studying military histories written by historians who have never seen a battle, not even a Battle of the Books. Commandant Larcher's account of the operations of the Turkish Cavalry in 1921 is continued, as is the article on the 6th Cuirassiers at the Avre, March, 1918. M. Louis Mercier contributes a learned article on the Arab horse, and Lieut.-Colonel Brisoult gives some valuable information about the *Service régional des Remontes*. There is also an article by Colonel de Fournas on the operations of the Second Cavalry Division in Woëvre in September, 1914. This is continued in the number for January-February, 1926, which begins with an account of the unveiling of the Cavalry Memorial at Saumur in November, 1925. An interesting article is that by Lieut.-Colonel Ducasse on the Polish Cavalry Manœuvres of 1925, "held on enormous plains intersected with huge marshes and extensive forests." The writer speaks very highly of their horsemanship, is rather critical about their aviation, but concludes, in effect, that every day and in every way the army of Poland is getting better and better. Commandant Larcher's interesting account of the Turkish Cavalry in 1921 is brought to an end, and deserves to be reprinted in book form.

The most important article in "*La Guerra y su Preparacion*" for November, 1925 deals with Coast Defence. The author, Captain Pérez Urruti, deals with the various bombardments of the coast of England during the war, the siege of Tsing-tau, and the operations against Riga. Another useful article is that by Commandant Conde de Llovera on the military education of officers in Italy. There are also the usual extracts and translations from the foreign military press. The December number consists chiefly of continuations of articles already mentioned. A new article deals in some detail with the

organisation of the Italian army. The January, 1926, number has an article on Aeronautics in 1925, and the first instalment of one on Naval Bases. The Foreign Information section has a description of a new Swiss rifle, the Furrer.

"The Cooperazione delle Armi" for December, 1925, has two artillery articles, one Cavalry article (a tactical problem), and an important article on Chemical Warfare. The writer claims that gas was first invented by Maestro Alvise, of Venice, who in 1482 "made bombs which produced poisonous, death-dealing smoke." He gives details of the activities in this direction of various countries, but is, naturally, very reticent as to the production of gas in Italy. There are, of course, different kinds of gas. Another brief article gives a series of definitions of various phrases and words in the Italian tactical vocabulary which should be very useful to any soldier learning the language.

The first three articles in the "Alere Flamman" for November, 1925, dealing respectively with constitutional law, "the logical utilisation of individuals," and will power are not, perhaps, of immediate military interest; that on Fortification, its problems and their solution, by Colonel Targa, is more to the point. And so are the first two articles in the December number, which deal with the Economic Problems of Italy and the education of non-commissioned officers. We then return to the abstract, and are invited to consider spiritual co-operation. But the most interesting article in this number is that which gives a brief account of the past activities and future programme of the Historical Section of the Italian General Staff. All will be interested to learn that this contemplates the production of a history in seven volumes of "*nostra guerra*." This "*importantissima pubblicazione*" will, it is hoped, be finished by 1929—always provided, one imagines, that another "*nostra guerra*" does not come along before that date. For it is, of course, impossible to write military history while you are making it. The most readable article in the number for January, 1926, is a biographical sketch of General

Giuseppe Govone. He had an interesting career. He fought on our side in the Crimea, took part in the "*leggendaria carica di Balaklava*," in which he was wounded, and was recompensed with the "*ordine del Bagno*." In the war of 1859 he looked after Intelligence, and in 1866 commanded a Division at Custozza. In 1869 he became Minister of War. He was a friend of France, but "after the events of 6th August, 1870, Italian intervention on the side of France was out of the question." This number is accompanied by a bibliography, or, rather, suggested classification of books, on the European War. The compiler of it says that he has come across the name of a foreign writer spelt in five different ways. But this is nothing; the name Shakespeare has, I believe, been spelt, or misspelt, in over twenty different ways. Had he lived nowadays what a nuisance, beshrew him, the bard would have been to his bankers.

"The Schweizerische Vierteljahrsschrift für Kriegswissenschaft," in its last quarter for 1925, has continuations of articles on the Marne, and on gas in the European War, and there is another section of Colonel Lebaud's pleasantly written War Impressions. Between 6th August and 9th October, 1914, his regiment lost out of 75 officers and 4,663 men (including reinforcements) 64 officers and 3,663 men. He tells a story of a general who noticed that one of the colonel's men was improperly dressed, and who *avec une mine sévère et le ton courroucé*, exclaimed: "*Il faut mettre ordre à tout cela au plus vite . . . la tenue, vous comprenez, la discipline, etc., etc.*" He also tells us how, when the regimental band was short of instruments, he "mocked himself" of the *sacro-sainte voie hiérarchique*, sent an emissary to Paris and got them in eight days. Had he followed the "*hierarchic path*" ("red tape, red tape, all the way") it would have taken four months. With this year this periodical becomes a monthly. The January number contains a very interesting article by Lieut.-Colonel Kiszling of the Austrian Kriegsarchiv. He deals with the German plan of operations at the beginning of the war, and discusses the question whether it would not have been wiser for Germany to have begun by endeavouring

to knock out Russia, instead of France. Von Schlieffen, it appears, would not tolerate contradiction for one moment, and such was his authority and reputation that, though he was dead, his spirit still seemed to haunt the Grosser Generalstab. The younger Moltke is blamed for taking von Schlieffen's plan and watering it down, and the writer points out that von Schlieffen had no practical experience in the field. In fact, the moral seems to be that the best laid plans of mice and Chiefs of Gross General Staffs gang aft a-gley, wherever, or whatever, that may be. The most interesting article in the February number deals with musketry in the Canton of Berne in the eighteenth century, when firearms were familiar to every Swiss citizen just as cross-bows had been in the days when William Tell immortalised an apple as Eve had done before, and as Sir Isaac Newton did after him.

"The Journal" of the United Service Institution of India for January, 1926, begins with a thoughtful article by "Mongolian" on the Bolshevik Menace and its dangerous weapon, propaganda. The writer thinks a clash between Bolshevik Russia and the British Empire is inevitable. Major-General Sir W. D. Bird writes another of his illuminating articles, this time on the Battle of Kut-el-Amara. General Sir G. de S. Barrow's Lectures on the Manchurian Battlefields are continued, and there is a very clear account by Captain W. St. J. Carpendale of the Moplah Rebellion, 1921-22, and the lessons to be learnt from it. Major H. L. Woodhouse writes on Railway Organisation for the Indian Army, an organisation which does not date back further than 1902. Colonel G. C. Sturrock contributes an article on the objects of the Master-General of Supply Branch in Peace and War which contains some valuable historical notes, and Colonel C. A. Milward gives his impressions of our Army Manœuvres in 1925. The number ends with a very curious account of a dream which came true at the battle of Chillianwallah.

As usual, both instruction and entertainment are to be found in "The Canadian Defence Quarterly." In the number

for January, 1926, Maj.-General Sir W. H. Anderson writes on the Breaking of the Quéant-Drocourt Line by the Canadian Corps, First Army, 2nd-4th September, 1918. Maj.-General J. H. MacBrien writes on our Manœuvres of last year. Mr. C. E. Fayle gives us a history of Lloyd's which, started in a coffee-house about 1690, is now, Madame Tussaud's having been destroyed, the best-known British Institution in the world. There is a brief biographical sketch, with portrait, of Maj.-General F. L. Lessard, and two light but very entertaining articles on, respectively, the Oldest Artillery Unit in Canada, by Captain J. F. Cummins; and "I.T." Twenty-two Officers Singing the Song, by Major W. Neilson. "I.T." was the Inspectorate of Training created in July, 1918, with headquarters at Cressy, under Lieut.-General Sir Ivor Maxse. The song, written by an officer on General Maxse's staff, is so delightfully outspoken and what second-hand booksellers call "free," that I sincerely hope the "Canadian Defence Quarterly" will continue the good work and give us in some future number the true and uncorrupted text of that moving ballad which deals with the life and experiences of Mademoiselle of Armentières.

F. J. H.



### RECENT PUBLICATIONS.

"How to Instruct in Aiming and Firing." 14th Edition. By Major J. Bostock. Gale & Polden. 1s. 6d.

THAT this little book should have reached a fourteenth edition is ample proof of its value to Musketry Instructors. The advice given is expressed in very simple and clear language, aided by black type for the more important points and a quantity of plates. There are a number of wise sayings, such as "it does not require a public school education to give an instructor enthusiasm"; and "every instructor should read *Punch* and other such periodicals," this in order to acquire a repertoire of "explosive jokes." One "trigger-pressing hint," to the effect that "there is no reason why a quick, smooth squeeze should not be given," reminds me very much of the advice which Mr. Pickwick gave Mr. Peter Magnus, when the latter was contemplating a proposal of marriage to Miss Witherfield.

F. J. H.

"Guide to First Class and Special Certificates. Imperial Geography." Gale & Polden. 6s. 6d.

THERE is a quantity of valuable information in this book, but it is rather difficult to find. It is sadly in need of an index.

F. J. H.

"The 3rd (King's Own) Hussars, 1914-1919," by Lieut.-Colonel W. T. Willcox, C.M.G. John Murray. 18s.

THE record of a Regiment in the Great War may so easily develop into a history of the Regiment diluted with a little about the War, or the War diluted with a little about the Regiment.

This history of the 3rd Hussars falls into neither error, but steers a happy mean. Perhaps towards the end, in 1918, when the 3rd Hussars were acting as Divisional Cavalry, the history tends to become more a record of the movement of the Divisions and Corps to which the squadrons were attached than a record of the Regiment, but this was probably unavoidable.

The story falls naturally into three phases. First, from Mons to the end of the second battle of Ypres, when the Cavalry were fighting desperately; second, from the end of the second battle of Ypres to the battle of Cambrai, during which period even the most optimistic cavalryman almost despaired for the future of his arm. Then, the last phase, when once again in front of Amiens, as at Messines in 1914, the Cavalry by their mobility and fine fighting qualities averted what might have been a great disaster; and thus to the victorious conclusion.

The cease fire sounded for the 3rd Hussars at Hautmont, the identical village from whence, four years previously, they had started out on the great adventure.

The story of the 3rd Hussars expresses well the courageous and cheerful spirit of the British Cavalry, which no disaster could quench, and which contributed to the final victory.

The book is well got up, there are a few pictures and photographs, the maps are clear and adequate, and the appendices are very full. The 3rd Hussars are to be congratulated on the author of their history, Lieut.-Colonel Willcox, who served in that gallant regiment throughout the War, and commanded them during the greater part of the campaign.

F. A. N.

“Historical Illustrations to Field Service Regulations.” Vol.

II. By Major H. G. Eady, M.C., Royal Engineers.  
Sifton Praed. 10s. 6d.

THIS book meets a long-felt need. The study of military history is looked on as a formidable obstacle by most officers, chiefly because they are given so little assistance in this

direction. For this reason, the present volume should have an enthusiastic reception.

It is based entirely on Field Service Regulations, and the chapters, headings and sections correspond throughout. It would be an improvement if in the next edition an index could be provided.

The majority of the illustrations are taken from the Napoleonic Wars, the War of 1870, the Russo-Japanese War and the Great War; but every period of history is pressed into service. For instance, when discussing the use of smoke, the author quotes the concealment of the Israelites in their escape from Egypt.

His outline of the history of Cavalry is good; he points out that Cavalry in some shape or other has always existed, since a horse big enough to carry a man has been bred; and he traces the development of cavalry tactics from the days of the Scythians down to Lord Allenby's campaign in Palestine. These pages he states were chiefly based on notes prepared by one of the contributors to the CAVALRY JOURNAL.

The book should prove a good investment for any officer with examinations still in front of him.

R. H. O. H.

“Kekewich in Kimberley; being an Account of the Defence of the Diamond Fields, 14th October, 1899—15th February, 1900,” by Lieut.-Colonel W. A. J. O'Meara, C.M.G. Medici Society. 7s. 6d.

AFTER the cataclysm of the European War to read a book on the Boer War is to be reminded, as Wordsworth puts it, of “battles long ago,” and also, so far as the siege of Kimberley is concerned, of “old, unhappy, far-off things.” For it is really painful to read, in this admirable account of the siege, of the scandalous and unpardonable manner in which Mr. Rhodes treated Kekewich. Mr. Rhodes was, no doubt, a very great man indeed, but he detracted from this greatness by being also a very great bully. Clausewitz devotes some space to friction

in war. Mr. Rhodes, had he lived in the days and in the land of Clausewitz would have been found at the end of such a siege, not drinking champagne, not being vulgarly insolent to the soldier in command, but if not previously shot at dawn, cooling his heels and meditating on the mutability of human affairs, in irons. It is pleasant to turn from Bully Cecil to Long Cecil, the famous gun constructed by Mr. Labram in the De Beers workshops which, moved daily from one position to another, must have caused much *Gottvandamning* (if that is the right word) amongst our present friends the enemy. "The skill," says Colonel O'Meara, "with which Kekewich had employed his small force, had kept the Boers at such a distance from our main defence line that at no time was the whiz of a Boer rifle bullet heard in any inhabited quarter of the town."

Books about sieges from Jericho onwards (where Joshua employed such singular methods of siege warfare) are always interesting and Colonel O'Meara's must be put on the shelf where the most interesting are kept, that is to say a handy shelf where one keeps the books which it is a pleasure to read.

F. J. H.

"Hullo! Is that How You Ride?" by Yoi-Over. Witherby.  
10s.

A BOOK written by a real master of his subject is always well worth reading. Yoi-Over has an intimate and practical knowledge of riding and hunting, extending over a very long period. His book in consequence is full of shrewd observation and very sound advice. Every novice should read this book, for nobody can afford to neglect the writings of a man who has learnt his lesson in the hard school of practical experience. Yoi-Over started at the bottom rung of the ladder as a strapper; and as he himself states on the title page of his book, he was for forty years huntsman and whipper-in to many well-known packs. The book moreover has considerable humour and should appeal to all hunting men.

Yoi-Over writes in a style peculiarly his own, to which the term "racy" might be applied; he rides over some of the rules of grammar in the same way, I am sure, as he rides over his fences, with boldness. Metaphors abound, some of them mixed, and marks of punctuation, including the almost obsolete colon, have been dealt out with a lavishness which almost borders on superfluity.

The drawings by the author, which illustrate the book, possess all that simple realism of truly primitive art, and explain the author's ideas, very often with far greater clearness than the text. The book has the great advantage of being printed in bold clear type.

F. A. N.

"Conformation and Appointments of the Horse," by Major R. S. Timmis, D.S.O., Royal Canadian Dragoons. Forster Groom. 2s.

THIS little book is the fifth of the Modern Horse Series. The size is that of the ordinary drill book and the contents are such as to warrant it being given a place on the shelf which holds those official publications.

In a foreword the Chief of Staff of the Canadian Department of National Defence quotes a recent article in the CAVALRY JOURNAL as showing that many of our old ideas respecting the horse, its ailments and care, need modification through advances made in veterinary science. Major Timmis's book does much to bring our knowledge of the horse up-to-date. He has some trenchant criticisms to make on the subject of the conduct of some present day horse shows, and he considers that the age of the thoroughbred should date from 1st April or 1st May, instead of 1st January. His remarks on heredity and the Mendelian theory are enough to stimulate further study of these problems.

R. H. O. H.

*SPORTING NOTES.*

## RACING.

RACING under National Hunt Rules, at any rate during the early part of the season, seems to be losing its popularity with the public.

The reason is not far to seek. Racegoers attend meetings in the hope of seeing good racing and close finishes. It is not to be expected that every horse should be equally fit before Christmas, but there is little interest in going to see a lot of horses doing their training gallops in public.

Many of our readers are no doubt familiar with the description of a hurdle race given by a well-known jockey who is still riding. "Down goes the flag. You get a bump on each side, a lump of mud in each eye, count eight rattles and then sit down to ride."

Those lumps of mud no doubt account for occasional unexpected defeats, but when a horse should on all known form be quoted at about 7 to 4, but actually starts at 10 to 1 without any apparent reason, their destination appears to be curiously foreshadowed.

As regards the Grand National, however, interest is never lacking. These notes have to go to press early in March, and before they are published the result will be known. By far the best public trial we have seen was that of Old Tay Bridge at Newbury. Though looking hard and well he was naturally not wound up, but he jumped as well as ever and when he raced up to Martin after jumping the last fence it looked as though he was going to win. If Reece had not ridden him tenderly he could probably have got him within another length or two of the winner. He has since won a good race at Gatwick and provided he keeps sound he will take a lot of beating on 26th March.

Mr. T. K. Laidlaw has suffered a severe loss by the death of Fly Mask. The horse was greatly fancied for this year's National, and with good reason, as he finished third last year and second the year before, and was one of the few that could be confidently expected to jump the course.

Whilst running at Haydock, on 15th February, the horse fell at the last fence and broke his neck. On this occasion he was never going in his usual form and was obviously suffering from some disability.

Fly Mask was a bay gelding by Fly Fisher, dam by Bergomask, and was trained by Coulthwaite.

## RACING IN INDIA.

The season has been chiefly distinguished by a succession of victories on the part of that good horse Orange William. In a previous issue we drew attention to his performances last season.

This year he has done almost better. Up to date he has already won the following races :—

The December Plate (7 furlongs)	Value	Rs.10,000.
The Wellesley Plate (1¼ miles)	„	Rs.10,000.
The King Emperor's Cup (1 mile)	„	Rs.30,000.
The Viceroy's Cup (1¾ miles)	„	Rs.30,000 and Cup.

Orange William has now won the King Emperor's Cup four times.

In the Carmichael Cup (1¼ miles) he finished fourth to Gaurishanker, but he was obviously not at his best and was possibly feeling the effects of his previous races.

Two of the most popular races of the season are the Indian Grand Military and the Army Cup. The results are given below :—

## THE INDIAN GRAND MILITARY STEEPLECHASE.

Distance 2½ miles.

Run at Lucknow on 17th November, 1925.

Captain R. George's	Knacky Fox	10.10	(Capt. Cox)	1
Mr. P. L. Graham's	Prim	12.10	(Mr. Weber)	2
Major H. Misa's	Razzle Dazzle	9.8	(Owner)	3
Captain J. A. Aizlewood's	Uphill	11.13	(Capt. Frink)	4
Col.-Comdt. H. A. Tomkinson's	Simon's Mount	12.10	Refused	0
Captain W. I. Leetham's	Durban	12.6	Fell	0
Mr. I. R. G. Karlake's	Silence	12.0		0
Captain J. D. Bibby's	Steel Top	11.4		0
Captain B. Randall's	Come Along	11.0		0
Mr. H. E. Talbot's	Glavo	10.10		0
Captain G. C. Barker's	Queen of Kilcash	10.7	Fell	0
Lieut.-Colonel G. C. L. Keran's	Look Ahead	10.3		0
Captain G. H. A. Watson's	Epicurean	9.0		0

Won by 1 length ; 3 lengths between second and third ; 4 lengths between third and fourth. Time 5 min. 7½ sec.

*The Race.*

From a good start, Prim, Knacky Fox and Steel Top quickly took the lead, closely followed by Uphill, Razzle Dazzle and Epicurean. Simon's Mount refused the first fence, bringing down Queen of Kilcash ; and Durban fell at third fence. The order remained unchanged for the first mile and a half when

Prim went ahead followed by Knacky Fox, Razzle Dazzle, Uphill and Epicurean. Prim jumped the last fence just in front of Knacky Fox, but the weight told and Knacky Fox beat him on the run in by a length.

The time was  $\frac{1}{4}$ th of a second better than in any previous Indian Grand Military.

Winner trained by Lieut.-Colonel Conder.

#### THE ARMY CUP.

Distance 7 furlongs.

Run at Lucknow on 19th November, 1925.

Mr. Rossco's	Beatitude	11.12	(Mr. Weber)	1
Captain M. Cox's	Charles Allix	11.10	(Owner)	2
Captain J. A. Aizlewood's	Don Quixote	11.8	(Capt. Frink)	} Dead
Major G. Newton-Davis's	Lantern	10.6	(Maj. Kavanagh)	
Captain J. D. Bibby's	Hilda A.	11.11		0
Captain T. F. Arnold's	Floss	10.13		0
Major H. Misa's	Leddiston	9.11		0
Captain E. P. Creagh's	May Fair	9.7		0
Captains R. Teague and				
W. M. Fairley's	La Mienne	9.3		0
Col.-Comdt. H. A. Tomkinson's	Murulla	9.0		0

Won by 1 length;  $1\frac{1}{2}$  lengths second and third, dead heat. Time 1 min. 31 secs.

Winner trained by W. Hayhoe.

#### *The Race.*

La Mienne was badly left, the remainder got away to a good start. Don Quixote set the pace for three furlongs when Beatitude and Charles Allix went into the lead. Beatitude went ahead and Charles Allix was unable to make any impression on her, Beatitude winning by a length. It was an exceptionally fine performance on the part of the winner as she only measures 14.2 and was the only pony in the race, added to which she carried top weight.

The Civil Service Cup at Lucknow was won by Major C. M. Stewart's Earmark, beating The Little Corporal, Liza and six others.

By finishing the race in 1 min. 16 secs. Earmark equalled the record for the race established by Mr. Goculda's Symptoms.

#### RACING IN AUSTRALIA.

The Melbourne Cup was won by Windbag, a bay horse, four years old, by Magpie—Charleville, owned by Mr. R. Miller. He defeated Manfred, Pilliewinkie and twenty-six others.

On the strength of an impressive win in the Victoria Derby, Manfred was made favourite. Windbag on the other hand had suffered defeat in the Melbourne Stakes the previous week.

Manfred, who was ridden by Dempsey, was expected to give considerable trouble at the post, but got nicely away and made the running for the first two furlongs. Turning out of the straight, Friarsdale went to the front and remained there until the five furlong post was reached, when he was passed by Manfred and Windbag with Pilliewinkie drawing up.

In the straight, Manfred got his head in front and looked like winning, but Windbag was not done with and gradually bearing down his younger rival passed the post a clever winner by half a length.

Manfred had every chance but did not quite stay the two miles.

The time equalled the Australian record for the distance.

#### POLO IN INDIA.

The Polo Championship of India commenced at Calcutta on Christmas Day. The draw was as follows :—

The Army Team	<i>v.</i>	4th Hussars.
The Poona Horse	<i>v.</i>	Delhi Polo Club.
Royal Scots Greys	<i>v.</i>	The Scouts.
Mysore Lancers	<i>v.</i>	The Scinda Horse.

The Bhopal team and the Maharaja of Jodhpur's team were unable to enter, and this somewhat detracted from the interest taken in the tournament, but though the Army team were not at full strength their appearance was anticipated with great interest in view of forthcoming events.

The first match was between the Army team and the 4th Hussars. The sides were as under :—

<i>Army Team.</i>	<i>4th Hussars.</i>
Major M. D. Vigors.	Mr. Knight.
Major A. H. Williams	Mr. Robinson.
Major E. G. Atkinson.	Mr. Dollar.
Captain A. L. B. Anderson.	Mr. Armstrong.

On handicap there is a difference of 15 goals and a runaway victory for the Army was confidently anticipated.

In the event, however, they only won 6—3. Their display was disappointing. Anderson was badly mounted and was slow on the ball. Atkinson showed nothing like his best form. Williams hit well at times but both he and Vigors missed many chances of scoring.

Dollar was distinctly the best of the 4th Hussars.

The Poona Horse beat Delhi by 5 goals to 2. It was a good, hard galloping game, and the result fairly represented the form.

Mysore beat the Scinda Horse by 6 goals to 1. The winners always had a bit the best of it, and though they were only leading by a goal at the end of the 4th chukka won comfortably at the finish.

The Scouts beat the Scots Greys by 9 goals to 2. The Greys played well and at half time the winners were only leading by 3 goals to 2, but after this they began to draw steadily away. The Greys did well against what was undoubtedly a strong side.

In the Semi-finals the Army beat the Poona Horse by 7 goals to 1.

The winners gave a greatly improved display. Anderson was much safer. Williams and Atkinson played well together and were at times brilliant. Vigers was good but occasionally uncertain. The Poona team played a hard game and their team work was good, but they were somewhat outclassed.

The second game was between the Scouts and the Mysore Lancers, and resulted in a victory for the former by 6 goals to 3. There was a lot of sticky play and a good deal of missing in the first half of the match, but the Scouts improved as the game went on and finally won comfortably.

The final was played on 2nd January, between the Scouts and the Army in India.

The Scouts were represented by :—

General Tomkinson.

Captain Sanderson.

Major Lucas.

Captain Daly.

They had played well in their previous matches and are undoubtedly a good team, but they were scarcely expected to beat the Army. They did, however, and, what is more at the end of the 4th chukka were leading by 5 goals to 1. The Army got a couple of goals afterwards but the final result of 5—3 was no fluke. Lucas and Daly were perhaps the most conspicuous. Sanderson was good but better in defence than in attack. Tomkinson opened shakily but improved greatly later. Anderson hardly had a fair chance. All through the tournament he was badly mounted, and that is absolutely fatal to a back. At times he played brilliantly. The whole team lacked cohesion and combination, but even then would have won had their shooting been more accurate.

Reading the accounts from India the form shown by the Army team sounds distinctly disappointing, but it was not a fully representative one, and no side can play together if unequally mounted. There may be another story to tell later on.

In the Lucknow Handicap Tournament the Durham Light Infantry, represented by Mr. Wood, Mr. Ware, Major Hudson-Kinalan and Mr. Sanders, defeated the Nutcrackers in the final by 8 goals to nil.

The final of the Ezra Handicap Tournament was played at Calcutta on 4th January between the Poona Horse and the Scots Greys. Both sides were the same as in the Championship Tournament, viz. :—

*Poona Horse.*

Major Macgregor.  
 Captain Baines.  
 Captain Hatch.  
 Colonel Lucas.

*Scots Greys.*

Captain Dugdale.  
 Captain Laurence.  
 Mr. Guinness.  
 Captain McCorquodale.

The Poona Horse were set to concede 4 goals. The handicap worked out well, as after a hard game the Poona Horse just got home by 7 goals to 6. The Greys are a young side and well mounted. They should develop into a really good team.

## THE INDIAN CAVALRY TOURNAMENT.

This tournament commenced at Lahore on 30th January. The results were as under :—

## FIRST ROUND.

11th P.A.V.O. Cavalry	<i>beat</i>	Skinner's Horse	5—4
Probyn's Horse	<i>beat</i>	12th Cavalry	7—2
6th Lancers	<i>beat</i>	8th Light Cavalry	5—4

## SECOND ROUND.

4th D.C.O. Hodson's Horse	<i>beat</i>	Royal Deccan Horse	9—2
15th Lancers	<i>beat</i>	13th Lancers	7—2
Central India Horse	<i>beat</i>	Probyn's Horse	7—1
11th P.A.V.O. Cavalry	<i>beat</i>	6th Lancers	5—4

The results of the Third Round are missing from the report; received from India, but the two teams left in the Final were the Central India Horse and the 15th Lancers.

The teams were as under :—

*Central India Horse.*

Captain M. Cox.  
 Captain R. George.  
 Major A. H. Williams.  
 Captain B. Dalrymple-Hay.

*15th Lancers.*

Captain S. H. Persse.  
 Risaldar Mahomed Klan.  
 Major E. G. Atkinson.  
 Captain A. L. B. Anderson.

The 15th Lancers commenced strongly and half-way through the 2nd chukka were leading 3—0. The Central India Horse then improved and at the end of the 3rd chukka the score was 3—2. The rest of the game was hard fought, and at the commencement of the last chukka there was little in it, but just before the finish the 15th Lancers scored again and eventually won a hardly contested match by 5—3.

## PIGSTICKING.

*The Muttra Tent Club.*

We have received the following letter from Brig.-General J. B. Jardine, which we are sure will be of interest to many readers:—

SIR,

With your permission, I should like to clear up the point at issue between your correspondent—a correspondent in Paris and Captain Cockburn, 4th Hussars—whose articles have appeared in the last two numbers of the CAVALRY JOURNAL. I had the honour of being the Secretary of the Muttra Tent Club during the years 1894-95-96 and 97, wrote up the log-book and kept copies in my diary which I have beside me at this moment. The correspondent from Paris, who must have been present at the events to which he alludes, has no doubt through lapse of time erred as to details. The day was 1st March, 1896, and the line at Geraia. Eleven spears, 20 boar killed and one panther shot with a rifle, as a broken spear precluded the orthodox method. Now, as regards Captain Cockburn's article "Pigsticking at Muttra." If this letter should catch his eye, I would ask him to look up the date 1st March, 1896, and he will see that the 20 boar were killed in one day. The lowest height limit was then 26 inches, and had been so, I fancy, since the Meerut Tent Club was formed. After the sport was over, there was difficulty in finding all the carcasses to measure them—my duty—so four were returned as unmeasured, and their existence (do I use the right word?) vouched for. The measurements of the sixteen were as follows: one of 31 in., one of 30½ in., eight of 30 in., two of 29½ in., two of 28 in., one of 27½ in., and one of 27 in. Probability points to the four unmeasured pig being no smaller than the average of those measured. I am sure there are many of your readers who were delighted at Captain Cockburn's news of the Muttra Tent Club. It is great to hear that it is carrying on so successfully and we only wish we could have more accounts of the Sport of Sports there and elsewhere from time to time in the CAVALRY JOURNAL.

## SQUASH RACKETS.

The Army Championship was won by Mr. G. N. Scott-Chad, Coldstream Guards, who defeated Captain H. M. McCormick in the final round.

There was a large entry and the play all through was of a high standard. Captain McCormick was rather unfortunate in having to play a series of very hard matches in the earlier rounds, and this no doubt affected his play in the final, but it is doubtful if he could in any case have beaten the winner, who is exceptionally quick on his feet and has the knack of taking the ball further up the court than the majority of players, and thus keeps his opponent continually on the stretch.

It is noticeable that the Prince of Wales scored more points in his match against Mr. Scott-Chad than did any of the winning players' opponents.

## CAVALRY FOOTBALL ASSOCIATION.

Results of Season's Competition to date.

## FIRST ROUND.

13th/18th Hussars	<i>beat</i>	8th Hussars	3—2
10th Hussars	<i>beat</i>	The Rangers	3—1

## SECOND ROUND.

17th/21st Lancers	<i>beat</i>	14th/20th Hussars	2—1
After a drawn game of 3—3, 3—3.			
10th Hussars	<i>beat</i>	12th Lancers	6—2
3rd/6th Dragoon Guards	<i>beat</i>	R. Horse Guards	5—2
7th Hussars	<i>beat</i>	13th/18th Hussars	2—1

## SEMI-FINALS.

17th/21st Lancers	<i>beat</i>	7th Hussars	4—2
After extra time.			
10th Hussars	<i>beat</i>	3rd/6th Dragoon Gds.	6—1

## FINAL.

10th Hussars	<i>drew with</i>	17th/21st Lancers	2—2
After extra time.			

The replay will take place on the Command Central Ground, Aldershot, on Thursday, 25th March.

## THE ARMY POINT TO POINT.

This meeting was held on 2nd March at Hazleton, near Tetbury, in the Beaufort Country.

The going was beautifully firm, and the fences, with the exception of three walls, very much of the racecourse type. In fact, there was very little to test a hunter.

The arrangements made by Captain Maurice Kingscote were excellent. After the first four races the Duchess of Beaufort presented the cups, Lord Cavan presenting his own at the completion of the meeting.

There were few bad falls, but Major Swire was unfortunate in breaking his collar bone.

The following are the results :—

## PRINCE OF WALES' CUP (Lightweights).

Major M. F. Radcliffe's (4th Hussars)	Wild Enough	Owner	1
Mr. H. C. Walford's (17th/21st Lcrs.)	Wrote	Owner	2
Mr. E. O. Kellett's (Irish Guards)	Nigger	Owner	3

Twenty-eight ran.

## EARL BEATTY'S CUP (Welter Race).

Squadn. Ldr. Everidge's (R.A.F.)	Regina	Owner	1
Major M. F. Radcliffe's (4th Hussars)	Waverley	Mr. C. B. Harvey	2
Mr. A. I. C. Cameron's (7th Hussars)	Barnbrack	Mr. J. G. Andain	3
Eleven ran.			

## EARL HAIG'S CUP (Chargers).

Capt. G. W. E. Heath's (R.A.)	Weary	Owner	1
Mr. A. H. Pepy's (The Royals)	Bletchington	Owner	2
Mr. W. E. Tyndale-Biscoe's (R.H.A.)	Fury	Owner	3
Eight ran.			

## NOMINATION RACE.

Capt. M. Kingscote's	Ballycaghan	Owner	1
Lord Westmorland's	Lock All	Owner	2
Mr. W. F. Hobman's	Greatness	Owner	3
Ten ran.			

## EARL OF CAVAN'S CUP (Past and Present).

Mr. H. C. Walford's (17th/21st Lancers)	Redgauntlet	Owner	1
Major C. Swire's (Royals)	Krooman	Mr. R. B. Moseley	2
Mr. E. O. Kellett's (Irish Guards)	White's	Owner	3
Eight ran.		Refusal	

## THE NATIONAL HUNT STEEPLECHASE.

Thirty-nine horses faced the starter for this popular event. Considering that the race is for maidens, it is extraordinary how backers sort out the form. In this case Kellythorpe and Lissett III were the two favourites. The former was brought down when going well, and the latter jumped the last fence in front, and looked like winning, until he was challenged by Cloringo, who showed a turn of speed that reminded one of last year's National, and won by two lengths. Seti the First was third.

The winner is a ch. g., five years old, by By Jingo—Sweet Clorane, and belongs to Mr. J. C. Paterson. He was well ridden by Mr. Dutton.

Only twelve completed the course, and throughout the meeting there was an unusual number of bad falls. The arrangements made were totally inadequate. There was no motor ambulance, and the injured jockeys had to be carried in on stretchers. In one case the stretcher-bearers had not crossed the course when the horses went down to the post for the next race.

This is inexcusable at an important meeting like Cheltenham, and it is to be hoped that satisfactory arrangements will be made before the next meeting.

## GRAND MILITARY MEETING.

THE weather at Sandown was cold and dull, but this did not affect the attendance of spectators, which was as usual enormous. The going was good.

There were 19 starters for the Gold Cup and favouritism was shared by Clashing Arms and Snow Crest.

A couple of years ago the former would have had little difficulty in winning this race, in spite of having to carry 13 stone, but he no longer stays as well as he did, and was beaten by Fox Trot and Commonsides. The winner is by Light Brigade—Flora Dance, and was well ridden by his owner, Capt. H. Lumsden.

The results of the Military races are given below :—

## SELLING STEEPLECHASE.

Capt. H. de Trafford's	The Heir	aged	12.3	(Owner)	1
Capt. A. Gollan's	Marabou	5 yrs.	11.10	(Mr. H. Brown)	2
Mr. R. McAlpine's	Templebar	aged	11.12	(Mr. Ridley)	3
Seven ran.					

## THE GRAND MILITARY GOLD CUP.

Capt. H. Lumsden's	Foxtrot	aged	12.7	(Owner)	1
Lt.-Col. G. Brooke's	Commonsides	aged	11.0	(Owner)	2
Col. W. S. Anthony's	Clashing Arms	aged	13.0	(Lord Killeen)	3

Also ran :—Mask On (Owner), Uncle Jack (Owner), Gem (Owner), Lightfoot (Owner), Scotch Eagle (Owner), Roman Hackle (Owner), Laddoux (Owner), Annie Darling (Owner), High Ball (Capt. de Wend-Fenton), Royal Sport (Mr. Poole), Prince Ardent (Owner), Phantom White (Mr. Staneyforth), Square Dance (Major McCartney), John W. (Owner), Snow Crest (Capt. C. Davey), Greek Scholar (Owner).

Won by two lengths—six.

## PAST AND PRESENT HANDICAP STEEPLECHASE.

Mr. W. Filmer-Sankey's	Good Points	aged	11.12	(Owner)	†
Mr. J. P. Chapman's	Noble Birth	aged	11.0	(Mr. Pulford)	†
Mr. H. A. Brown's	Ground Scout	aged	11.8	(Owner)	3
Thirteen ran.					

## MAIDEN HUNTERS STEEPLECHASE.

Maj. R. Body's	Stonevale	aged	11.9	(Maj. Cavenagh)	1
Capt. D. Harris's	Yellow Bog	aged	11.4	(Owner)	2
Col. A. C. Little's	Coris	6 yrs.	12.0	(Mr. West)	3
Fourteen ran.					

## SECOND DAY.

## UNITED SERVICES SELLING STEEPLECHASE.

Sir P. Grant Lawson's	Chicago	aged	11.7	(Owner)	1
Capt. A. Gollan's	Marabou	5 yrs.	12.0	(Mr. H. Brown)	2
Maj. D. Campbell's	Irish Prince	aged	11.8	(Mr. West)	3

Ten ran.

## GRAND MILITARY HANDICAP STEEPLECHASE.

Mr. J. Norris's	Prince Cadmus	aged	11.5	(Mr. West)	1
Mr. C. Brownhill's	Clifford Hall	aged	11.9	(Owner)	2
Capt. Gossage's	Scotch Eagle	aged	12.7	(Lord Killeen)	3

Thirteen ran.

## VICTORY STEEPLECHASE.

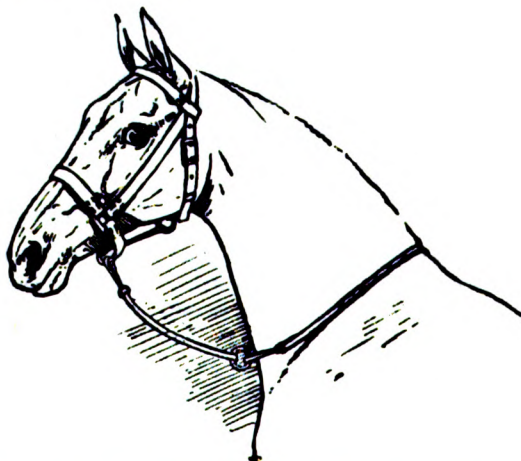
Brig.-Gen. J. R. Peel's	Ghent of Old	aged	12.7	(Maj. Cavenagh)	1
Mr. D. Thomas's	Miss Balscadden	aged	11.11	(Mr. Molesay)	2
Mr. S. May's	Gallant Crusader	aged	12.2	(Mr. Curzon-Howe)	3

Eleven ran.

## TALLY HO STEEPLECHASE.

Mr. W. Bedford's	Pippen II	aged	10.9	(Capt. Dennis)	1
Lord Killeen's	Myriad	aged	11.7	(Owner)	2

Eight ran, only two finished.



Printed by J. J. KELIHER & CO., LIMITED, Marshalsea Press, Southwark, S.E. 1



# INDIA



W. S. Pillans.

Patrol of the 3rd Bengal Irregular Cavalry.

Warrant of Title, H. 1000, 1010, 1021

# THE CAVALRY JOURNAL

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JULY, 1926

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## *The BENGAL IRREGULAR CAVALRY*

OUR frontispiece represents a patrol of the 3rd Irregular Cavalry during the period of the Sikh Wars, 1845–1848. The reproduction is made from a water colour now in the possession of the Managing Editor.

The Irregular Cavalry, which played such an important part in the first Afghan and the Sikh Wars, owed their origin to the war between England and France of 1744, consequent to which operations were extended to India in 1746. The lack of cavalry was soon felt on both sides, and the French imported a regiment of 600 Dragoons from Europe. The British replied by raising native levies.

In July, 1760, two troops of European Dragoons and one of Hussars were raised from infantry, and two Rissalahs of cavalry, called the Moghal Horse, these latter were probably the first of the Indian Irregular Cavalry. From 1760 to 1796, numerous regiments of horse were raised from time to time, only to be disbanded again on the first sign of the situation becoming more peaceful.

In 1797 a cavalry brigade was formed for the first time in India, the four then existing cavalry regiments being brigaded together under a "Colonel Commandant."

Two additional regiments, the 5th and 6th Light Cavalry, were raised at Ghazipore in 1800.

The whole of the cavalry were assembled for the first time at a camp of exercise at Kanauj in 1802.

On the conclusion of the first Sikh War, in 1846, eight new corps of Irregular Horse were raised and numbered 10 to 17 ; and at the end of the second Sikh War several regiments of Sikh Cavalry were enlisted from the remnants of the Sikh Army against which we had been fighting. The whole of these remained staunch throughout the Mutiny (1857-58).

During the Mutiny many new regiments of Horse were raised, often without even official sanction from Headquarters, a letter from the local commissioner being sufficient. Thus in quick succession sprang up Hodson's, Wale's, Murray's, Cureton's and Lind's Horse ; the Benares, the Rohilkhand, and the 1st and 2nd Mahratta Cavalry, while in 1858, four regiments of European light cavalry were formed. Such was the demand for cavalry in the times of crisis.

That the use of Indian Irregular Cavalry in Europe at the time of the Crimean War was contemplated, is shown from the following letter, dated 20th June, 1854 :—

“As regards the Irregular Cavalry of India being found useful in a foreign and European country, it appears to me that it ought to be borne in mind that their chief efficiency and utility consists in their organization being such that they are ready for service in India at an hour's warning. They can make themselves understood throughout the whole of India, and in very many parts of it, even in Afghanistan, have connections through whom they can gain intelligence and assistance in a variety of ways. They have a pony and a grasscutter between every two troopers, who carry their baggage on the march, cook for them, and procure forage for the horses, and are thus enabled to move without any assistance from Government or the Commissariat, and from the horses being relieved of all encumbrances, they are very efficient to make long marches. These advantages they would not have in a European country ; they would have no means of gaining intelligence or knowing what was going on around them, the Turkish language being

so totally different from the Oordoo or Persian used throughout India.

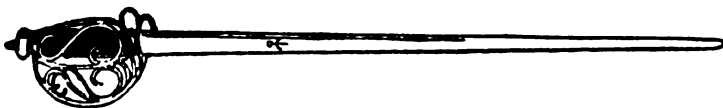
“In a European country, it appears to me the system for forage and supplies must depend entirely on a Commissariat, and thus the Irregular Cavalry would be hampered and possibly considered to have lost very much of their efficiency, which so especially consists in their being able to move to any point at an hour's notice. With the Irregular Cavalry of India it would be necessary to send one camp follower and one pony for every two troopers.

“As regards climate, so far as I can judge, the cold and damp of a European country would be much more adverse to an Asiatic constitution than the cold but dry and bracing atmosphere of Afghanistan, and they would require to be very warmly clad, and sheltered in a much better description of tent than their pony manages to carry well enough in India.

“In the above statement, I have thought it quite unnecessary to say anything regarding their fighting qualities, as my belief is that they would, if not crippled by climate, do their duty well wherever they might be sent. In India, from their intelligence and ability to find out everything going on around them, they have been considered on all occasions the very eyes of the army, and the leaders in all skirmishing and rough work.

“(Signed) THOMAS F. TAIT,  
“late Commanding 3rd Bengal Irregular Cavalry.”

In 1861, when India had once again settled down, there was a complete reorganization of the army. Ten regiments of cavalry were disbanded, and others were doubled up. The remainder were numbered from 1st to 19th Bengal Cavalry, each regiment consisting of 420 sowars in six troops.



*CAMBRAI—Continued.**THE 4th and 5th CAVALRY DIVISIONS AT THE  
BATTLE OF EPEHY, NOVEMBER 30th to DECEMBER  
1st, 1917.*

By COLONEL E. B. MAUNSELL,  
*late The Prince of Wales' Own Scinde Horse.*

AT the conclusion of the first phase of the Battle of Cambrai, the 4th and 5th Cavalry Divisions had moved to the area south-east of Peronne, along the Omignon River. There had been the steady rumble of battle to the north in the direction of Bourlon Wood, but in the early morning of 30th November, a very heavy bombardment was heard in that direction. Nothing much was thought of it, however, and it was considered to be merely an artillery battle out of the ordinary.

Certain brigades were exercising horses, and the Mhow Brigade of the 4th Cavalry Division was riding up to the line south of Hargicourt to take over its normal trench sector. The 7th Dragoon Guards were at the Divisional baths.

Suddenly the word came that there had been a very heavy attack on the VIIIth Corps front about Honnecourt, and to the north of it, and that the line had gone. Incidentally, this information did not get down to regiments, though from the urgency of the subsequent moves and the general confusion, it was pretty certain that the Hun had given us something rather unexpected.

The Cavalry Corps Commander telephoned to the Third Army, pointing out that the best use for the Cavalry was a counter attack from about Ronssoy-Epehy on Villers Guislain, and the Third Army issued orders accordingly.

He and the 4th and 5th Cavalry Divisional Commanders then motored on ahead to 55th Divisional Headquarters at Villers Faucon.

The 5th Cavalry Division moved off at 11.30 from Estrees en Chaussee, the Amballa Brigade leading.

This Brigade trotted without a check for eleven miles, through Roisel and on to Villers Faucon.

Here a short halt was made, and a very welcome one, for, owing to the speed of the movement, officers had only rather hazy ideas of where they were.

Everywhere was the utmost confusion. The fog of war dominated everything. Demoralized and panic-infected men were in all directions.

Troops of high moral and discipline alone could have remained unaffected.

At 13.30 the Amballa Brigade received orders to act as advanced guard to the Division, which was to move, via the west of Epehy, with a view to attacking the enemy, and closing the gap between Epehy and the Guards, who were known to be moving down on Gouzeaucourt from the north-west.

The Guards, incidentally, had taken Gouzeaucourt at this hour, though this was not known at Villers Faucon.

The Brigadier decided to move on Gauche Wood at once, and discover what was between Gouzeaucourt and Villers Guislain.

The 8th Hussars were detailed as vanguard, the 9th Hodson's Horse, Machine Gun Squadron and 18th Lancers following in that order.

The 8th Hussars, soon after passing Peiziere, found themselves tied up in the wire of the rear defences of our line, and, shortly after, bumped the enemy about Chapel Crossing and Gauche Wood. Our own infantry were found about Vaucellette Farm.

Progress was impossible, the enemy being in great strength.

One squadron, however, succeeded in gaining a hollow road about three or four hundred yards west of Gauche Wood, where it became engaged in a fire fight with the enemy, losing Major Ryder, the squadron commander, and some fifteen men. It was shortly afterwards reinforced by the 9th Hodson's Horse,

who arrived just as an attack was debouching from Gauche Wood. This attack was held up on the line of the railway.

The remainder of the 8th Hussars, after making vain efforts to advance about Chapel Crossing, joined the squadron about 16.00. The horses had been left some way to the rear.

The regiment had received orders to take Gauche Wood. Reconnaissances, however, showed that this would be madness in view of the great strength in which the place was held. It remained, in consequence, in occupation of the road until relieved by the 18th Lancers about 21.00.

The casualties had amounted to about forty, together with seventy-five horses and mules.

The Brigadier, on seeing the 8th Hussars held up, gave orders to the 9th Hodson's Horse to support them, working round their outer flank so as to get into touch with the Guards about Gouzeaucourt.

There was a long line of wire running approximately from the north-east end of Peiziere past Revelon and thence north. Hodson's Horse had great difficulty in finding a passage. Eventually a small opening was found to the north of Revelon. Major Fraser, commanding the leading squadron, pushed through this and led direct on Gauche Wood. This wood is on the far side of a ridge from Revelon, and, such had been the rapidity of the advance, that the officers were still in great doubts as to their location.

There is absolutely open ground for nearly 2,000 yards between Revelon and Gauche Wood. Fraser crossed this without fire being opened until he approached the wood, when he saw Germans advancing from it. He then found the sunken road in which the 8th Hussar Squadron was, and joined in the fire fight, compelling the enemy to halt about the line of the railway. The remainder of Hodson's Horse found things very different, for, no sooner had the second squadron cleared the wire than a regular inferno of shelling—5.9 and every other kind of shell—burst upon them. Diamond formation, with

troops about forty yards apart, was taken up, and the regiment moved, without a waver, across the valley.

The advance excited great admiration among onlookers.

An extraordinary feature noticed was the number of shells that burst in between the troops, as distinct from those that hit. Where one hit, four or five men and horses would be knocked out.

The Regiment reached a fold in the ground short of the hollow road, where there was a certain amount of cover, and the men dismounted.

They then moved forward to the road and engaged the enemy.

As it was now clear that there was no hope of any further advance, the led horses were all sent back some three miles, well out of the way.

The casualties of Hodson's Horse had hitherto amounted to some fifty men and seventy horses. They included, unfortunately, both Majors Fraser and Atkinson, who had just been recalled from the command of infantry battalions and were officers above the average.

Colonel Beatty, then commanding Hodson's Horse, is of opinion that the casualties in men would have been nearer 150 than 50 had this advance been attempted on foot.

Furthermore, thanks to the rapid advance, we secured the strong line of the hollow road which had an important influence on the next day's attack.

This road had been the Headquarters of a Field Company, and ample evidence of the morning's hurried evacuation was available in the shape of blankets, clothing, rations and other debris. Thanks to these, it was possible to make oneself very comfortable in the bitter night that followed.

The horses were got away just in time, for heavy shelling began on the place they had just quitted.

This was followed by intensive shelling on the road, in addition to spasmodic rifle and machine-gun fire. The cover was, fortunately, very strong, and casualties were negligible.

*5th Cavalry Division.—Amballa Brigade.*

During the operations described above, the 18th Lancers were in reserve to the north-east of Heudicourt.

At 17.00 the Regiment received orders to relieve the 8th Hussars in the sunken road. It was in addition (1) to reconnoitre Gauche Wood; (2) to occupy it if possible; (3) if the wood was held to make preparations to attack it next morning.

The relief was duly carried out about 21.00, and the situation of the Amballa Brigade was then:—

In hollow road, from right to left, 18th Lancers, 9th Hodson's Horse.

In reserve, 8th Hussars.

A battalion of the "Queen's" was in touch with the 18th.

The Royal Canadian Horse Artillery Battery covered the front.

The night passed fairly quietly, but the enemy lining the railway were very much on the alert, opening bursts of fire from time to time. Their Verey lights sometimes fell right into the portion of the road occupied by the 18th.

*Secundrabad Brigade.*

The Brigade followed the Amballa Brigade. It then worked round its outer flank and moved on to Gouzeaucourt, halting about a mile south-west of the place, as it was found that the Guards had taken it.

Reconnaissances were made with a view to a possible mounted attack on Gonnelieu. This village was, however, heavily wired.

While waiting south-west of Gouzeaucourt it came under very heavy shell fire, which, however, caused but few casualties.

After dark the Brigade returned to Divisional reserve, south-east of Heudicourt.

*Canadian Cavalry Brigade.*

At 15.30, the Brigade advanced to the railway north of Vaucellette Farm, where it bumped the enemy. Progress was impossible, owing to growing darkness and wire.

Reconnaissances sent out established the fact that the Raperie (Beet Factory) was very strongly held with machine guns, as also was Chapel Crossing.

A German prisoner taken showed that he belonged to a Division just brought up from the St. Miliel sector.

The Brigade remained in this position the whole of the night.

*4th Cavalry Division.*

The Lucknow Brigade, at the head of the Division, reached St. Emilie at 17.00, and was placed under the orders of the 5th Cavalry Division.

It was now dark.

The 29th Lancers were pushed ahead as a support to the infantry south of Vaucellette Farm, the remaining units bivouacking north of St. Emilie.

The Sialkot and Mhow Brigades, as they came up, also halted and bivouacked in this neighbourhood.

The night passed quietly.

The general situation on the night of November 30th—December 1st was vague, to put things mildly. Units knew nothing—but thought a great deal.

We had lost the whole of our guns about Villers Guislain, Gonnellieu and Gauche Wood, and had very few left in the neighbourhood, beyond the VIIth Corps Heavy Artillery and the two Horse Artillery Brigades of the 4th and 5th Cavalry Divisions. (The Guards, in their attacks on November 30th and December 1st, recovered nearly 100 guns parked by the Germans for removal near Gouzeaucourt). Furthermore, the Germans had advanced in thousands and had suffered quite unappreciable loss. They were, moreover, ensconced in the wired-in elements of our front line, and in strong positions.

The general situation of our own troops was roughly as follows:—

55th Division infantry, roughly from about Little Priel Farm to close in front of Epehy and thence to Vaucellette Farm, positions very vaguely known.

4th Cavalry Division, near St. Emilie.

Canadian Cavalry Brigade, 5th Cavalry Division, Vaucellette Farm to the hollow road where the 18th Lancers were.

On the left of the 18th, 9th Hodson's Horse.

Secundrabad Brigade, 1,000 yards south-east of Heudicourt.

2nd Cavalry Division on left rear of Amballa Brigade.

Guards Division, Gouzeaucourt.

There were odds and ends of infantry of the 55th and 12th Divisions scattered about here and there. Their orders were to take advantage of any cavalry success.

The shortage of artillery was the most unfavourable feature as regards our counter attacking. There were, however, a good number of tanks still available, and it was resolved to profit from this.

The tanks, however, had been heavily engaged in the previous days. Casualties had been heavy, and there was the normal disorganization consequent on heavy fighting. The crews were all extremely tired. At the moment the German attack began a number of tanks were in a dismantled state, and a good many had been badly knocked about.

After superhuman efforts, most had been put together, and some had even taken part in an abortive attempt to retake Gouzeaucourt. Nearly all of these had been knocked out and were still blazing furiously when Hodson's Horse moved across to the hollow road.

Conditions for tank co-operation in the contemplated attack on 1st December were extremely unfavourable. The machines were a long way away from the points of assembly. It was dark, and there had been no time for reconnoitre lines of approach and find out the state of affairs in general. The uncertainty as to locality of our own troops made things difficult enough for infantry and cavalry. It was infinitely worse for the tanks, especially as the terrain was absolutely new, and the machines are, by nature, extraordinarily blind.

A number, moreover, had developed mechanical defects, and gave a good bit of trouble.

It will, therefore, be readily understood that hitches occurred for which the personnel of the Tank Corps were in no way to blame.

It is important to bear these facts in mind when studying the conditions under which the attacks were made on 1st December.

The Cavalry Corps was to attack the line Villers Guislain—Gauche Wood, with tanks, on the morning of 1st December, in conjunction with the Guards Division, who were to attack the line Gauche Wood—Gonnelieu at the same time from about Gouzeaucourt.

The 1st Guards Brigade, with the 2nd Grenadiers on the right, was given Gauche Wood as its objective, and was allotted twenty tanks. Only two Field Artillery Brigades could be scraped together to support the whole Guards Division.

The Amballa Brigade, with six tanks, was to attack Gauche Wood from the west, supported by the Royal Canadian Horse Artillery Battery.

The wood was thus to be assaulted from the north and west.

The Lucknow Brigade, still attached to the 5th Cavalry Division, was to attack Villers Guislain from a point about 600 yards south of Vaucellette Farm. Nine tanks were allotted to it.

All attacks were to be at 06.20, the cavalry being dismounted.

The Secundrabad and Canadian Cavalry Brigades were to be in mounted reserve to the 5th Cavalry Division.

On the extreme right, the 4th Cavalry Division was, "to take advantage of the advance of the tanks, and seize the Villers Ridge and a line running south from a point about 1,000 yards to the south-east of Villers Guislain."

The 2nd Cavalry Division was to assemble west of Gouzeaucourt by 07.00 in readiness.

*Amballa Brigade.*

The 18th Lancers were detailed for the attack. The Regiment's War Diary shows that this was actually ordered for 06.45, e.g., twenty-five minutes after the Guards on its left.

The operations of the Regiment are best taken in conjunction with those of the 1st Guards Brigade, and, more particularly, with those of the 2nd Grenadier Guards, who were on the right.

The tanks detailed for this Brigade were late—the difficulties with which they had to contend have been touched upon already. Those on the right did not turn up until Gauche Wood had actually been entered. On the left of the Brigade, however, they arrived just in time and proved of great value.

The 2nd Grenadiers waited ten minutes, and then advanced without them.

There was the best part of 1,000 yards of open to cross with no cover at all.

We are told that the covering artillery bombardment was "very attenuated," but that the Brigade machine gun support was invaluable. The Grenadiers simply made for the wood as fast as the men's legs would carry them.

The enemy began to throw up his hands as soon as the battalion got near, and the Grenadiers entered the wood, where scattered fighting took place.

Shortly after entering a counter-attack took place on the battalion right, which was repulsed. Greatly, however, to the surprise of the Grenadiers, some 7th Dragoon Guards, loaned to the Amballa Brigade from the Secundrabad Brigade, appeared from the same direction as that from which the counter-attack had come, followed by the 18th Lancers.

The battalion had by now lost all its officers but two, and a great number of men—the casualties amounted to some 150 in the day.

As a consequence, the 18th Lancer officers were asked to take over command of portions of the Grenadiers who were scattered about in various parts of the wood.

The advent of the 7th Dragoon Guards and the 18th proved a godsend in the consolidation and mopping up that followed.

All these units were pretty well mixed up all over the place, but worked in with the greatest cordiality.

The tanks then began to arrive. Though their crews helped with the consolidation, the actual presence of the tanks was more a danger than an asset, for they attracted fire of every description, and many casualties occurred to men standing in their neighbourhood. In consequence they were at 08.40 requested to withdraw. By this time, however, most seem to have been knocked out. Three are reported to have gone on to Villers Guislain, but had to return. These must have done so from near Gauche Wood, as none were anywhere near the Lucknow Brigade.

To return, however, to the 18th Lancers.

The regiment was ready to advance from the hollow road at 06.40. There were no signs of the tanks. Meanwhile a heavy enfilade fire had opened from about Chapel Crossing, which inflicted numerous casualties in the right squadron.

Some Hotchkiss rifles were brought to bear and had the effect of weakening the fire. It was then decided to advance from the left squadron, which was more sheltered by the ground than the right.

Thanks to these measures the advance, when it did begin, was carried out very cheaply.

Though every effort humanly possible had been made to reach the starting point in time, it was not until 07.15 that the leading tanks arrived, "but seemed uncertain of their direction," for they moved north after crossing the railway, thus skirting the wood and leaving it on their right hand. Such as entered the wood did so from the north.

The tanks having passed through, the 18th Lancers went forward. This was between 07.15 and 07.30. The advance was carried out by alternate rushes.

A number of Germans were taken prisoner en route.

The wood was reached with extraordinarily little loss, the enemy being absorbed with the Guards. The place was fully in our hands by 09.30, a number of prisoners being taken and very heavy casualties inflicted on the enemy.

In the history of the Grenadier Guards we read of "their great appreciation of the fighting spirit and dash of the 18th Lancers"—some chit, for His Majesty's Guards do not say this for nothing. There are particularly warm eulogies of Colonel Corbyn, Commanding the 18th, who was, unfortunately killed by a shell about midday.

Very heavy 5.9 shelling began between 15.45 and 16.45—quite possibly as the Germans thought a big attack, in conjunction with one then being made by the Canadians, was in preparation.

The casualties of the 18th amounted to four British officers and thirty-seven Indian ranks killed and wounded—astonishingly light, all things considered.

Neither the 8th Hussars nor 9th Hodson's Horse were required to take part in the fighting, though the 9th had to send up a number of men to act as stretcher bearers.

#### *Lucknow Brigade.*

At 03.30 the Lucknow Brigade moved to just north of Peiziere where the horses were sent back. Here flares and other stores for trench attacks were drawn.

The Brigade then moved forward to the rendezvous ordered for the tanks 600 yards south of Vaucellet Farm, which it reached at about 05.30. All this was done in the dark, and it seems a matter of questionable wisdom to have detailed a Brigade consisting entirely of Indian troops, of which neither the Brigadier nor any of the officers had had a chance of looking at the ground, for an attack, particularly on such novel lines as one with tanks. The Canadian Brigade of the 5th Cavalry Division had been on the ground since the afternoon of the day previous, and had not been heavily engaged. It would, seemingly, have been better suited to the job.

At 05.45 the Brigadier (Brig.-General Gage, D.S.O.) received a most disconcerting message from the Adjutant of the tanks stating that they could not turn up at the appointed rendezvous, but were starting at Genin Well Copse, half a mile east of Revelon and distant over a mile from the Brigade. With this starting point and Villers Guislain as objective, they would pass about 1,200 yards to the north of it and, what was worse, on the other side of the Villers Ridge.

General Gage, at the time of receiving the message was liasing with Brig.-General Seely, Commanding the Canadian Cavalry Brigade, and was about half a mile from where the Lucknow Brigade was assembled.

He at once sent off orders to shift ground to the north west, with a view to catching the tanks in their advance.

A good deal of difficulty was experienced in finding C.O's. in the darkness, and it was not until about five minutes before zero hour that Jacobs' Horse got the order. It was a great piece of luck for the Regiment that it did, for it was about to advance regardless of the non-arrival of the tanks.

Shifting troops in semi-darkness to a flank when close to the enemy is difficult enough when they know the ground.

It becomes doubly so when neither officers nor men have even seen it by day, and it says something for the discipline and leading in the Brigade that it succeeded in assembling some 700 yards to the south-west of Vaucellette Farm by 06.50 without the enemy being any the wiser.

Had the tanks gone even moderately direct for Villers Guislain they would have been spotted from this position, for dawn was now breaking.

There was, however, no sign of them, and the tank liaison officer could not be found. We have already described the insuperable difficulties with which the tanks had had to contend.

The officer commanding the section detailed originally for the attack, afterwards stated that his major had changed the orders and put the whole on to Gauche Wood, but had been unable to let General Gage know in time.

Now two particular points had been stressed by the Tank Liaison Officer ; first, that the tanks should, if possible, cross our front line as soon as it was light, but not after ; second, that the troops should follow them at not more than 150 yards.

The natural conclusion come to by the Brigadier was, that the tanks had already started, so as to fulfil the first requirement, and that they had been missed while he was shifting the Brigade over.

It was obviously impossible to fulfil the second, but something might be done by pushing ahead at once.

He accordingly issued orders for Jacobs' Horse to move on Vaucellette Farm, and thence to try and work forwards to Villers Guislain, the 29th and Jodhpore Lancers remaining for the time being behind.

The situation confronting the Brigadier was an extremely difficult one.

The failure of an attack on Villers Guislain by the Lucknow Brigade, or its non-materialization, would inevitably result—and did result—in the failure of any attempt of the 4th Cavalry Division on the Villers Ridge.

The dismounted strength of his brigade amounted to about 750 all told, regiments averaging 230, and the machine gun squadron about 70.

That is to say, the total strength was about the equivalent of one strong battalion.

He had learnt from the Canadian Brigade that the enemy was in great strength in front of him, that the Raperie (Beet Factory) was very strongly held with machine guns, and that Chapel Crossing was also held.

The Germans were, moreover, fresh troops just up from St. Mihiel.

His left was absolutely exposed, for the Canadians had been withdrawn into mounted reserve near Genin Well Copse.

As soon as he passed Vaucellette Farm, his right would also be in the air, for the attack of the 4th Cavalry Division was to be dependent upon his success.

The tanks, if they had gone on, must be at such a distance off that they might have been knocked out before he could profit from them. Leaving, however, the tanks out of the picture, he had no artillery under his orders. The 5th Divisional R.H.A. had been "divisionalized" and were chiefly absorbed in the Gauche Wood attack.

The three batteries, moreover, had over 2,000 yards of front to watch, and anyone with the slightest experience of France would know that this was a mere fleabite.

To attempt a serious attack with neither tanks nor artillery was merely to repeat the experience of the Aubers Ridge, and the second Battle of Ypres, where the men were mown down in hundreds and could do nothing.

The main point, however, was that by not attempting to attack he might be letting down the Amballa Brigade attack on Gauche Wood.

The advance began, as stated before, at 06.45. The enemy was evidently expecting it, for no sooner had Jacobs' Horse begun to show themselves than the enemy guns opened.

The Regiment was then in artillery formation, well opened out. The sky was absolutely black with the smoke of bursting shells. Very fortunately, they burst too high, with the result that hardly any casualties occurred.

Possibly the enemy was using guns captured from the 12th Division the day before—there had been two batteries in Villers Guislain—and did not quite get the hang of the fusing.

On nearing Vaucellette Farm the enemy machine guns opened and the casualties began.

Here were found some of our infantry, looking through periscopes from narrow, hastily-scooped-out trenches. They were a heterogenous collection of cooks, batmen and odds and ends who had been scraped together and dignified by the name of a "composite battalion." Their relief at the arrival of Jacobs' Horse was immense.

The Regiment then attempted to push ahead of them, but, after going a hundred yards or so, the hostile fire was such that further advance would have meant annihilation.

According to officers of Jacobs' Horse, we had no artillery support at all at this period. At about 09.00 an attempt was made to work round via the Chapel Crossing flank, under cover of the crest line, but nothing came of it.

The difficulty we were up against, was to get machine guns or Hotchkiss rifles into positions from which they could do something to answer the fire. Such, however, was the hostile superiority in this respect that, as soon as a man showed himself, a concentration was brought to bear that at once killed or wounded him.

A succession of efforts merely resulted in casualties.

The enemy was located in a line of trench running from about Chapel Crossing to about 300 yards north-east of Vaucellette Farm, with odd parties in shell holes and shallow bits of cover in front, all very hard to spot.

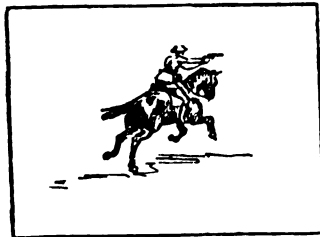
Four machine guns were definitely located, but these were mere drops in the ocean, for the front was stiff with them.

The only thing to do was to hang on under a very heavy artillery and machine gun fire.

In the far distance, somewhere between Gonnelleu and Villers Guislain apparently, it was, with considerable risk of being shot, possible to see some tanks blazing furiously. These were the only ones seen the whole day. Nothing was seen of some which were said by the 5th Cavalry Division to be approaching Villers Guislain at 8.35.

Even if they had been seen, the Brigade could have done nothing more than it did.

*(To be Continued.)*



## A TRIBAL CUSTOM

By MAJOR ARDERN BEAMAN, D.S.O.

DICKIE HARLAND is emphatically of opinion that it served the blighter right ; but then, since a certain little lady in Peshawar began to look favourably on Billy Miles of the 92nd Punjabis, Dickie's judgment has become a trifle cankered.

It was on the day that Faiz Ullah—that most villainous-looking of little close-cropped Afridis—had come back from leave that Dickie and I were leaning disconsolately over the ramparts of Fort Zamindra. Away behind us India was settling down seriously to another winter's polo, while it seemed that Providence had condemned *us* to the everlasting role of target for sportive-minded gentlemen across the border. We looked with loathing over the jumble of harsh hill and rock which, Afghans will tell you, is the lumber that was left over when God created the world, and was thereafter dumped here to make the Frontier ; and while we gazed dolefully upon the Creator's miscalculation, a diversion occurred.

Along the track which threads mazily down from the jagged-fanged jig-saw of the Sufed Koh, and, passing the portals of our Fort, widens out thence into the broad Indian caravan way, we beheld a little body of men approaching at the jog-trot. As they came nearer we saw that there were six of them, fully armed, with rifles and heavy bandoliers across their shoulders, and the folds of their voluminous waistcloths simply bristling with knife-hafts ; and they were carrying a *charpoy* with a body on it.

"*Stare mashe !* we come in peace to Peshawar," cried the leader of the gang, a huge, scriptural-looking personage with bushy brows and strong yellow teeth like an animal's.

"*Khwa mashe*," responded the Rajput sentry laconically; and over his shoulder to the guardroom, "*Ohé, duffadar-jee!* here be six lousy cow-killers to deliver up their arms."

While the band handed in their weapons in return for a formal receipt—as is the custom when distinguished visitors of that ilk honour British territory—Dickie leaned further and further over the parapet above, and I saw that his eyes were slowly starting out of his head; which perhaps, in the circumstances, was not surprising.

Beyond satisfying themselves that there were no weapons about it, the guard paid little attention to that body on the *charpoy*. The oddity of its aspect appeared to cause them no concern. But on Dickie it had a powerful effect. He turned and clutched my arm.

"Good God, Major!" he gasped, "the corpse has got a hen for a face!"

From where we were standing up on the rampart it certainly looked as if he spoke the truth. *Malaise* took hold of me.

"Suppose we descend and investigate, Richard?" I suggested.

The Mohmands were still noisily checking over their cartridges by the guardroom as we strolled up to the *charpoy* where it had been deposited outside the gate; and Dickie's amazement became utterly speechless when we saw that the body's face was indeed the face of a hen, from beak and drooping comb under the man's hair, to the tail feathers which stood out like a beard from his chin. Only the corpse wasn't a corpse, despite the authentic aroma, for it groaned low and dolourously.

"What—what the devil does this mean?" Dickie wanted to know, when utterance returned.

"Search me, Lion-heart!" I responded, beckoning to the yellow-toothed Prophet. "Perhaps Habakkuk will oblige us with an explanation."

Habakkuk was quite ready to oblige. He appeared rather surprised at our ignorance.

"Don't ye know," he bellowed, under the illusion, seemingly, that we were deaf, "that there be no medicine for a wound like to the skin of a fowl, clapped, fresh-skinned and warm, upon the wound?"

I had not known. I enquired with my handkerchief to my nose.

"Your comrade is wounded, then? We had foolishly thought that he had perhaps been dead many days?"

Habakkuk was an obliging fellow. He stepped up to the *charpoy*.

"Nay, wounded. Ye would like to look, Sahibs?"

He plucked off the feathery mask as one plucks off a tea cosy; and the sun blazed down on a spectacle which caused Dickie to double up and be instantly and violently sick.

"Thank you," I said hastily to Habakkuk, "thank you very much. Put it back, though—ye do well, I think, to keep it covered."

For the nose of the large-featured man on the *charpoy* had been sawn off, as it were, with a blunt knife, flush with the cheeks, taking much of the upper lip with it; and the operator it seemed, had not been particularly aseptic, for already it was as if half-melted ointment ran over the face and beard. A sensation gripped me such as Dickie had already carried to the logical conclusion.

"Where take ye him?" I asked, gulping back that which strove for exodus.

"To the *misharspital* (mission hospital) at Peshawar." Habakkuk dabbed back the ghastly mask. "We be his father's sons, and his father's sister's sons. Much skill have they there in this matter of noses that are shorn—cutting down the forehead skin so that it grow anew, or—if need be—getting new noses from Wilayat at a charge of twenty-five rupees."

Feeling rather better now that the raw offence was hidden again beneath the dragged plumage, I enquired how this misfortunate thing had befallen. Habakkuk was an obliging person, but he was unable to oblige me with this information.

"We know not," he growled, his dark eyes glittering. "Two nights since our brother's was the comliest face in Spin Khor. Next dawn we found him thus amid the tumeric. Did we but know whose hand hath put this shame upon our house—"

"Aye, did we but know . . . !" roared the other five, their receipts in order, returning now to the *charpoy*; and I surmised from their looks that if they did but know, things might not go too well with the septic operator.

We watched them take up the *charpoy* and lope off down the dusty camel track towards Shabkadr. We had, as it might be, been privileged to witness the middle act of a melodrama, and our curiosity was piqued.

"Richard," I mused lyrically, "why, do you suppose, is the comliest face of Spin Khor, now without a nose, without a nose?"

Dickie is an incorrigible romanticist. He opined promptly.

"A lady—or ladies." Then he remembered something. "By gad, Major, Faiz Ullah comes from Warakai, the next village to Spin Khor. I fancy there's not much goes on in Society that he's not *au fait* with!"

"Hail him, Richard."

Faiz Ullah has a very pretty sense of humour. When I described precisely what sort of mess there was beneath the fowl's feathers on that *charpoy*, Faiz Ullah's gargoyle of a face grinned from ear to ear. He regretted excessively that, being at stables in the courtyard, he had not been able to enjoy the spectacle himself. Across the Border, we gathered, noseless men are the complement to Shakespeare's evergreen theme of merriment, the horned cuckold. Faiz Ullah made close enquiries as to the appearance of the other six.

"It be they, sure enough!" he beat his hands together gleefully, "the most black-hearted, lying-mouthed, goat-stealing, *zennana*-robbing house in the Nine Tribes. Ha, ha! Ho, ho! *that* will quiet their braggart tongues a space! Ho, ho, ho."

Dickie was impatient as to first causes. He divined that Faiz Ullah was something acquainted with this regrettable history.

"You're just back from leave thereabouts," he said shortly, "how did Chanticleer come to part with his proboscis?"

Faiz Ullah chuckled raucously.

"Ye will hold the tale private then, Sahibs? Else begins a blood feud to the last man between two many-sonned houses."

"We hold it private," I said; and still chuckling, Faiz Ullah began his simple story.

"One there is in Warakai," said Faiz Ullah, "who is my friend. Lately brought he to his house a wife."

"Ah!" Dickie sighed aloud, and Faiz Ullah proceeded.

"Never in our hills was there so lovely a bride. Lovely as the almond bloom on Tara was Dur Jamal; lustrous her hair as a silken saddle bag of Panjdeh, limpid her eyes like the blue pools of Shalimar, and her breasts, Sahib, her breasts! Ye have seen the dawn-flushed snows on Takt-i-Sul—"

"Yes, yes, the wench was goodly. What then, Faizu?"

"Ah, what then! One day, Sahib, when my friend was come unexpected early from the fields, he heard a soft voice calling, soft as the *bulbul*, to his bosom's bride. 'Jamala, oh, moon of my delight!' called that mellow-throated songster, 'the sun of desire parches thy lover's heart like a rose in the noontide. Be compassionate, Pearl of the World, ah, be compassionate! revive the dying rose with the dew of thy honeyed lips.'

"And looking up, Sahib, my friend beheld the comliest face of Spin Khor leering over the wall into his courtyard. My friend, Sahib, was not glad."

"He loved his bride?" Dickie asked, gazing dreamily Peshawarward.

"He loved her, Sahib. He had paid above eighty rupees for her. He sprang up on to the wall.

"'Hear me, thou dying rose!'" he derided, "'if the stench

of thy feet defile once again my ground, thou shalt not, I promise thee, oh, dying rose, retain the wherewithal to savour thine own fragrance ! ’

“ But that one had vanished among the boulders, and only a mellow-mocking voice returned.

“ ‘ Soon must thou be gone again to thy service, oh, blemish on the fair earth’s face—and then, bogey of the little children, and then . . . ! ’ ”

“ Swab ! ” commented Dickie with vehemence. “ Go on, Faizu.”

“ There is little more to tell, Sahibs. My friend, taking counsel with his bride, soon after noised it that he was indeed gone again to his service. And hiding three nights in his corn crop without the wall, he heard on the third that *bulbul’s* voice, lilting again of desire.” Faiz Ullah paused a moment chuckling. “ My friend could easy have shot him, Sahib, where he showed big in the moonlight, climbing the wall. But death is not our custom for that offence, Sahib—not death, but the punishment which ye have just beheld. Therefore crept my friend up behind, and, stunning the malefactor with his rifle’s butt, did justly according to the law—and dragged back in the darkness that beautified deceiver to without his own gates of Spin Khor.”

“ Serve him right,” grunted Dickie unamiably ! and I wondered if, back in Peshawar, Billy Miles of the 92nd felt his nose burning. “ And what,” continued Dickie, who was a stickler for realism in narrative, “ and what was your friend like, Faizu ? ”

A gleam of lofty emotion transfigured Faizu’s face.

“ He was a man of men, Sahib, greatly feared ; bold and subtle as the leopard, swifter than the white leopards on Nunga Zai—mighty even as Haroun al Raschid. A man, Sahib, and mighty.”

“ Good looking ? ” enquired Dickie.

Faizu’s fingers crooked over his sword hilt.

“ There be those that have denied it—once ! ”

During a long pause I stared the little rascal severely in the eyes.

"It might be better," I said at last, "that you should *again* be at stables when that genial party return from Peshawar."

Faizu grinned.

"Is it an order, Sahib?"

I nodded with finality; whereupon Faizu began to unwrap a blotchy cloth which he had extracted from his haversack.

"On the Sahib's head be it then," he chuckled, "that I do not restore publicly—as, being an open-minded man, was my intention—that which is missing."

Even so it was not easy to recognise that grisly thing sticking to the cloth as, erstwhile, the comliest nose in Spin Khor.



*GENERAL DE ZIETEN*

By MAJOR OSKAR TEICHMAN, D.S.O., M.C., T.D.

JOHN JOACHIN DE ZIETEN (or Von Zieten) was born at Wustrau, a village belonging to his family some twelve miles from Berlin, on 18th May, 1699, his father being a country gentleman with a very small income. At the age of fifteen, young de Zieten, practically penniless, of low stature and unhealthy appearance, but endowed with indomitable courage and perseverance, was appointed standard bearer in the Prussian Regiment of Schwendy. He soon gave evidence of his character by chastising a veteran sergeant who had attempted to behave improperly to him, and a few weeks later he crippled a grenadier, escaping himself unhurt. This early ferocity made him esteemed by his comrades in spite of his small stature and undignified appearance.

When twenty-one years of age he was gazetted Ensign in Count de Schwerin's Regiment, but the latter disliked him on account of his small size and shrill voice, on several occasions promoting younger and wealthy officers over his head. Young de Zieten, enraged by this favouritism, applied for his own dismissal, and immediately obtained it.

He then retired to his small estate, where his father had died the previous year, and engaged in a law suit, more or less successfully, in an attempt to improve the family fortunes.

After some years of inaction, he longed to enter the Army again, but determined not to avail himself of anyone's patronage, such was his aversion to anything like dependency. However, his chance came when watching a parade opposite the royal palace; Frederick William noticed the young man, and after hearing his history, gave him a commission as 4th Lieutenant in Wuthenow's Dragoon Regiment. Zieten was now twenty-seven years of age, but was allowed to count his years spent in



**STATUE OF GENERAL DE ZIETEN**  
**Erected in Berlin about 1795 by Frederick William II.**  
*(From a contemporary engraving.)*



retirement towards promotion. A few weeks later he was nearly drowned while conveying remounts across the swollen Vistula, the bridge subsiding after the last horse had crossed. During the next twelve months he applied himself with the utmost zeal to his new duties, and showed signs of becoming a proficient cavalry officer, but in doing so he incurred the jealousy of the second Captain of his squadron, and this officer took every opportunity of doing him a bad turn.

Things came to a head on a certain Sunday morning. The squadron was paraded for Church, but the Captain was late, and Zieten, on his own responsibility, took charge of the parade, thus incurring the anger of his superior officer. A quarrel ensued, the Lieutenant challenging the Captain to a duel at once, but the latter, rushing to the General, made a formal complaint against Zieten. A distorted account of the affair was accepted by the Court-Martial which followed, and the unfortunate Lieutenant found himself condemned to one year's imprisonment in the Fortress of Königsberg. On leaving his prison in 1729, Zieten found that he was still the object of the Captain's hatred, and after various escapes from assassination, was actually attacked by the latter in broad daylight. Zieten immediately drew and parried the stroke, but in doing so his sword broke; he saved his life by throwing the hilt in his adversary's face, and, picking up a staff, returned to the contest. The officer of the guard coming up at that moment, separated the pair, and both were put under arrest. A Court-Martial followed, the Captain being given three months' imprisonment for having drawn first, while the unfortunate Zieten was dismissed the Service for having thrown the hilt of his sword in the other's face. So once again, now thirty years of age, our hero retired to his small estate.

In 1730 the King raised a new regiment of Lifeguard Hussars, and Zieten, in spite of his unfortunate history, was appointed a lieutenant in that corps. He quarrelled with his Commanding Officer, Benekendorf, but fortunately managed to keep his temper and the affair never reached the King's ears.

At the end of the first year Zieten had the good fortune to be promoted Captain, and five years later, "in consideration of his good qualities, the military experience he had acquired (in sundry small skirmishes) and the vigilance and courage he had manifested," received command of his Squadron. A majority at thirty-seven was rather exceptional in Frederick William's days, and in the case of Zieten, with his chequered career, quite remarkable.

About this time (1736) he and his squadron formed part of a force loaned by the King to Prince Eugene, who was maintaining an offensive against the French on the Rhine. Young Zieten came under the orders of the Austrian General de Baronay, from whom he learnt many lessons in the art of war. On his return to the regiment he found that a new Lieut.-Colonel, by name de Wurm, had been appointed. One day Zieten quarrelled with him over the distribution of remounts (a not uncommon occurrence in the Great War) the Colonel having appropriated all the best horses for the Headquarter Squadron, instead of following the usual custom of drawing lots. In the duel which followed, the Colonel soon realised that the diminutive Major was a match for him, and was glad to break off the contest when both had been wounded; a surgeon was called in, their wounds were dressed, and the parade of remounts proceeded, the distribution being effected by drawing lots. Fortunately the King, who was very ill at the time, did not hear of this affair, otherwise it would have fared ill for Zieten once more. Owing to its inefficient Commanding Officer, the Wurm Hussar Regiment rapidly deteriorated in morale and discipline; in 1741, at Mollwitz, the first battle of Frederick the Great's (who had recently become King) first Silesian War, the Regiment was not in action, and only distinguished itself by plundering the baggage committed to its care. On another occasion, while attempting to execute a night attack, de Wurm marched his Regiment round in a circle; Zieten, who commanded the rear Squadron, hearing a noise behind him, faced about, and prepared for battle, and was on the point of attacking

the head of the column. (This also occurred in the Great War; compare the experiences of a certain Mounted Brigade on the night before the first battle of Gaza.) All this was extremely irritating to Zieten, but he kept his temper until the following event took place, which brought matters to a head. In June, 1741, de Wurm, while the Regiment was on duty observing the enemy, ordered Zieten to attack a party of Austrian Hussars, at the same time promising to support him; the latter charged, driving the Austrians into a defile, but after a time, finding the enemy reinforced on all sides, was compelled to retire, when he was astounded to find that de Wurm had withdrawn the Regiment to a village some miles away. However, with great presence of mind, Zieten charged once more, and then made a brilliant retreat without losing a single prisoner.

On rejoining the Regiment another duel immediately took place, the Colonel being wounded in the head before an A.D.C. could intervene.

On the following day, owing to the Colonel's "indisposition," Zieten had to make the usual report to the King. "Where is Wurm?" said Frederick. "Sire, he is indisposed," was the answer. The report was most satisfactory, and Zieten was promoted Lieut.-Colonel with temporary command of the Regiment. There is no doubt that the true story of the affair had come to His Majesty's ears.

In July, 1741, Zieten, commanding the Hussars of Wurm, formed part of a force which attacked the Austrians at Rothschloss. He was most successful in this affair, capturing an entire Cavalry Regiment by driving them into the angle formed by two streams, the bridges of which had been broken down; but what was his surprise when he discovered afterwards that he had been coping with his former mentor, the celebrated General de Baronay. The latter had just escaped by the timely assistance of a plank. On the following day the General wrote to his former pupil congratulating him on his brilliant tactics.

A few weeks later Wurm, having recovered from his wound, during a small engagement, nearly lost his Regiment, had not

Zieten attacked the enemy in rear, released the prisoners, and restored the position. Wurm was dismissed, Zieten being promoted Colonel, and henceforth the Regiment bore his name—the Zieten Lifeguard Hussars.

His name and that of the hussars now began to be mentioned with respect throughout the whole army, and the enemy who excelled in light mounted troops, observed this formation in the Prussian Service with alarm.

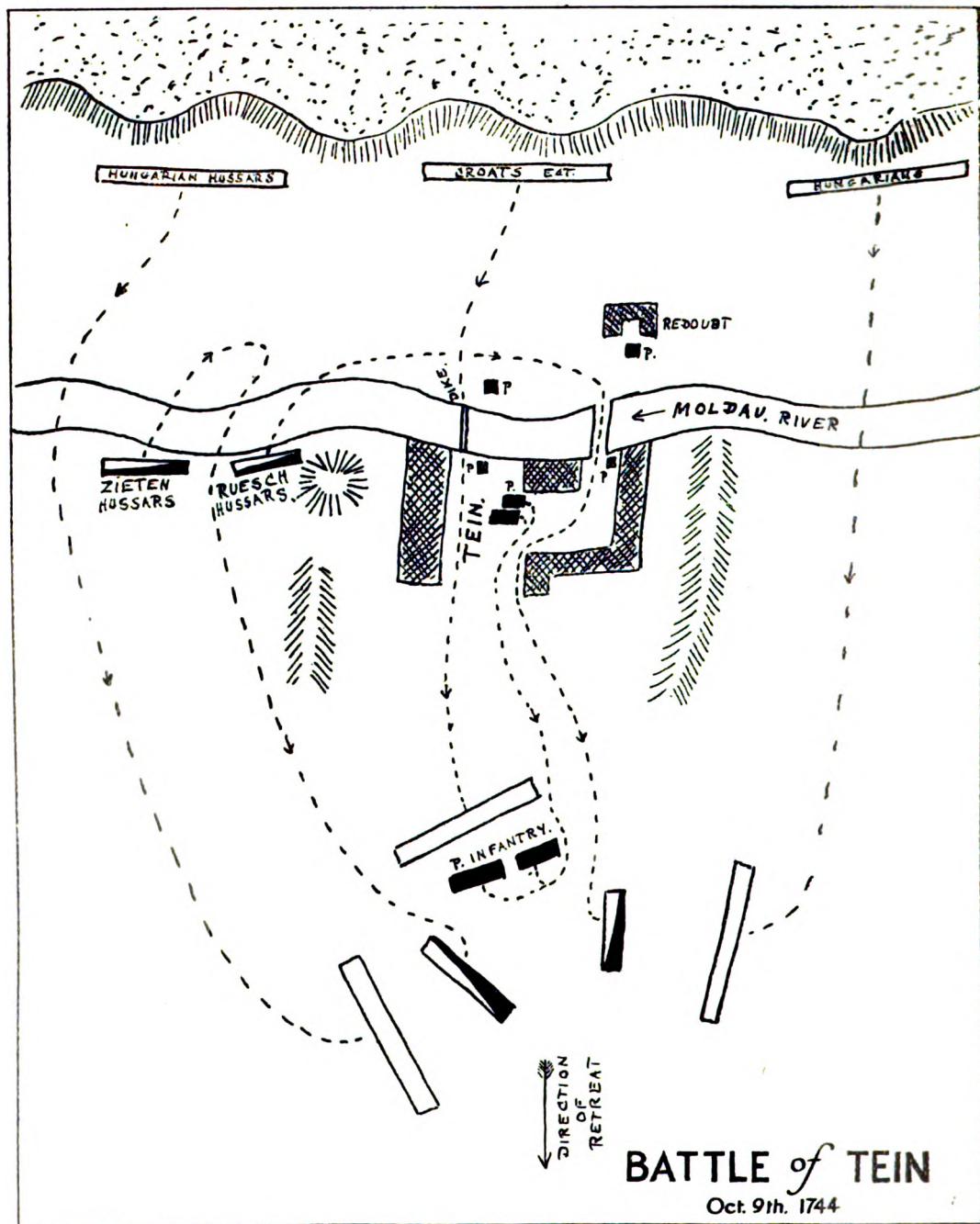
A Prussian Hussar Regiment consisted at this date (1741) of some 1,200 officers and other ranks, being divided into ten Squadrons. Zieten was a great believer in the “*arme blanche*” and always insisted on his officers leading the charge. The use of firearms was practically forbidden except in the case of small parties on outpost duty. His Hussars were able to perform all evolutions at the gallop, and were taught to ride straight across country over fences and ditches and sunken roads; they now had acquired the art of scouting, reconnoitring, and watching the enemy, and excelled in surprising convoys and detached parties whenever the opportunity occurred.

During the remaining months of the first Silesian War (which ended in 1742) Zieten distinguished himself in every engagement he took part in; on one occasion (when in command of his Hussar Regiment and two Dragoon units) he defeated 8,000 Hungarians by driving them into a marsh, and on another rescued a Corps of Uhlans which would have been annihilated.

On the outbreak of the second Silesian War (1744) a trivial circumstance occurred which acted as a powerful stimulus to the morale of the Hussars. Zieten was detailed to precede the army during its advance into Bohemia, and was the first to meet the enemy. He fell in with the Regiment of Esterhazy, and after a successful ambush, took many prisoners. When the Hussars eventually joined the main body before Prague, nearly every trooper wore the handsome and showy sabrepouches of the Esterhazy Regiment. Other Hussars began to covet these trophies, and eventually it became a point of honour to obtain one in battle and wear it afterwards. Thus was a

healthy rivalry established amongst Frederick's light troops, and a Regiment which could not boast of many Hussars with the Austrian sabre-pouch was not thought much of.

In October of the same year, Zieten, who had recently been promoted Major-General of Hussars, performed (according to Blumenthal) his most celebrated exploit, the retreat from Tein. During the retreat from Bohemia, the King had left Zieten behind at Tein, a small town on the Moldau, in order to guard that position until all the transport was in safety. For this purpose the latter, besides his own Regiment, was given Reusch's Hussars and two Battalions of Grenadiers. Zieten was well aware that the woods in rear of the town were full of light troops commanded by the famous partisans, Nadasty, Ghilany and Trenck, and made his dispositions accordingly. He stationed one company of Grenadiers in the redoubt on the right hand extremity of the town, and two companies close to a dike on the left, both these detachments were on the enemy's side of the river. The rest of the infantry were stationed within the town, some opposite the dike, with two guns, and the rest opposite the bridge on the right. Zieten, with his Regiment and the Hussar Regiment of Reusch took post outside the town (which now lay on his right) with the river before him. No sooner had these dispositions been made when two columns of the enemy came out of the wood on the opposite side of the river. An impetuous Hussar of Zieten's Regiment, plunged his horse into the river and swam across; he was followed by the two right hand Squadrons, who imagined that it was an order. Charging vastly superior numbers, they were compelled to fall back on the infantry post at the redoubt. Zieten seeing the danger, swam the two Regiments across, driving the enemy back into the woods, and after collecting his errant Squadrons, awaited developments. Three large columns (in all 12,000 strong) now emerged from the woods, the central one being repulsed by the infantry after some hours of heavy fighting opposite the dike and bridge; the other two crossed the river above and below the town. Zieten's position was now



very critical. He ordered Reusch to pass over the bridge, traverse the town, and receive the enemy's column which was approaching on the right; this was done at the gallop, while the Grenadiers were holding up the enemy's central column. Meanwhile Zieten re-crossed the river and resumed his former position in order to oppose the enemy who were advancing on the left. Eventually the two Battalions having nearly expended their ammunition, were forced to evacuate the town and take up a position behind it; they now formed the base of a triangle, the other two sides of which were formed by the Hussars. A general engagement ensued, during which the Regiment of Reusch were fiercely attacked by a large force of Croats, which had arrived along a sunken road. Zieten immediately detached three Squadrons to outflank the latter with great success. Both Hussar Regiments charged repeatedly, always retiring and re-forming their respective sides of the triangle, the infantry presenting an unbroken front at the base. The battle had commenced at noon, and by nine o'clock, after bitter fighting, the enemy were driven off, and Zieten proceeded with his retreat in an orderly manner, leaving his dead on the field, and procuring carts for all his wounded.<sup>1</sup>

As soon as the King heard of this battle, he despatched 12,000 men to hasten to the relief of Zieten, but they did not arrive until the action was over; the former was so delighted with this brilliant defence that he rode back to congratulate the latter, and heaped honours on him and his Regiments.

Zieten now intended to take disciplinary measures against the Hussar who, in his eagerness to get at the enemy, had first crossed the Moldau and drawn the two Squadrons into such a dangerous situation. However, no one would give him away, and Zieten never knew that it was Lieut.-Colonel de Lenz, of his own Regiment, who was the "culprit."

Early in the following year (1745) after taking part in numerous skirmishes, and receiving a present of 300 valuable horses

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<sup>1</sup>This engagement is given in some detail, as it is not generally described in books on Frederick the Great's campaigns.

for his Regiment, from the Empress of Russia, Zieten performed one of his most spectacular exploits—the ride to Jägerndorf. A body of 20,000 Austrian irregular troops separated Frederick at Frankenstein from the Margrave Charles and his corps of 10,000 men at Jägerndorf. Owing to impending events, it was essential to Frederick that he should receive this reinforcement at once, but it was impossible to get an order through to the Margrave; couriers, chasseurs and spies were immediately discovered and captured. In this dilemma he ordered Zieten to cut his way through the enemy and direct the Margrave to burn certain magazines, circumvent the enemy, and gain Frankenstein by forced marches. Every Hussar was to be told Frederick's message to the Margrave in case practically the whole Regiment was cut up and only single men got through.

During the course of the last campaign and during the winter expedition into Upper Silesia, Zieten's Regiment had worn its summer dress, consisting of red mantles and felt hats. Their fur accoutrements had not arrived from Berlin before the campaign had already closed; hence the Austrians had never seen their winter uniform, which resembled that worn by certain Hungarian Hussars. Zieten, aware of this, determined to try the great game of bluff by leading his Hussars in broad daylight through the Austrian Army. At first all went well, the Regiment being preceded by a few troopers who were natives of Hungary; these answered challenges in their own language. The Regiment had neither advance guard or rearguard, and marched in a disorderly manner. At one time an Austrian Dragoon Regiment followed in their rear, the Colonel galloping forward to salute Zieten and report that his Regiment was behind. What was the Colonel's surprise when he was immediately taken prisoner in the midst of his own camp and forced to accompany the Hussars. Eventually, after passing through masses of enemy troops, Zieten's force was recognised, but after fierce fighting for many hours, managed to extricate itself and reach Jägerndorf.

At the battle of Hohenfriedberg (June, 1745) Zieten was

detailed to command a reserve of twenty Squadrons. When, after some fighting, the Prussians had repulsed the enemy's left, Frederick ordered his Cavalry to charge their right wing. To do this it was necessary to cross the river, but scarcely had General Kiow passed over with only ten Squadrons, when the bridge broke, and the small isolated force being attacked by the enemy, was in danger of being cut up. Zieten, however having foreseen this possibility, had already discovered a ford beforehand. He dashed through the river with his twenty Squadrons, charged the enemy in flank, and thus afforded the rest of the Cavalry, who were waiting at the bridge-head, time to follow by the same ford and complete the rout.

Most authorities agree that this action of Zieten's was the decisive feature of the battle. Our hero did not take any active part in the battle of Sohr, and being wounded in the leg (accidentally by one of his Hussars) at the battle of Hennersdorf, was prevented from taking part in the final battle of the second Silesian War at Kesselsdorf.

At the conclusion of the ten years of peace (1745-56) which followed the Treaty of Dresden, after being somewhat under a cloud owing to the jealousy of other officers and a misunderstanding with the King, Zieten's star was in the ascendant again, and he was promoted Lieut.-General in August, 1756.

During the peace the King had embellished the "regimentals" of Zieten's corps. The officers wore tiger skins ornamented with clasps and chains "after the oriental fashion." Squadron leaders wore eagles' wings, which were fastened to their martin skin caps by a wand topped with a crown; the other officers wore plumes of heron's features. All ranks wore a scarlet dolman, white buckskin breeches, jack boots, and a fur mantle garnished with white borders for the troopers and with brown fur for the officers. Zieten's and Reusch's Regiments were the only units allowed to carry kettle drums, which they had captured at Hennersdorf. The Regiment, as Blumenthal remarks, must have presented "a singularly striking spectacle on parade."

On the outbreak of the Seven Years' War, Zieten led the advance into Bohemia accompanied by a young Lieut.-Colonel of Cuirassiers ; this was the famous Seidlitz, at that time almost unknown, but soon to prove himself a great Cavalry leader under the former's tuition.

At the battle of Prague (July, 1757) Zieten's "eye for a country" and forethought again stood him in good stead. Frederick and his Staff, mistaking some weed-covered fishponds for green meadows, ordered his Grenadiers to advance to the attack over the former, but Zieten, recognising the nature of the ground, circumvented the ponds with his Hussars, and chased the Austrian Cavalry "over the horizon." Unfortunately, the former during their pursuit, found plunder and drink, and were not in a condition to capture 16,000 Austrians, who had been cut off by the Prussian infantry after bitter fighting in the swamp, during which Marshal Schwerin, maddened by the sight of his old Regiment in retreat, was killed leading a charge. The battle of Kollin (June, 1757) might have been a victory for Frederick instead of a defeat had horse artillery been invented in those days. Zieten, at the head of one hundred Squadrons, charged successfully at the beginning, but having no guns to back him up, was taken in flank by the Austrian artillery. After a ding-dong struggle, the Saxon and Austrian horse charged and drove the Prussians from the field.

In this battle Zieten was wounded in the head by grape shot, his horse being killed at the same time by another ball. He would have been abandoned for dead during the *melee*, had not a Cornet carried him out of action on his horse. Eventually Zieten was taken to Nimbourg, where he convalesced, and thus did not take part in the famous battle of Rossbach, which was won by Seidlitz's brilliant exploits. The former rewarded the Cornet by giving him the finest horse he possessed and by incorporating him into his own Regiment.

In December, 1757, took place the battle of Leuthen. On the night before the battle, Frederick, smarting under the defeat at Breslau, with all his Generals (including Zieten, who had

recently returned to duty) solemnly bound themselves to conquer or die. Frederick won this battle after very heavy fighting, the issue not being decided till darkness fell. Zieten was the first to break the ranks of the enemy's horse, but it was reserved for Driesen and his Cavalry to reap the laurels of the day, as they gave the Austrians their "coup de grace" by "thundering down on Lucchesi's rear" when the latter was about to charge the Prussian left. Panic followed amongst the enemy, of whom large numbers were taken prisoners, a whole Regiment surrendering to a Cornet and six of Zieten's Hussars. The Cornet, it may be added, conducted his prisoners to the King, who immediately raised him to the rank of Captain.

We now come to one of the most trying actions in Zieten's eventful life—the loss of the Olmutz convoy (June, 1758) which had a decisive effect on the result of the campaign, compelling Frederick to raise the siege of Olmutz and retreat into Bohemia. Up till now Zieten had never been beaten, even at Kollin his own particular corps had maintained its reputation in the midst of a general defeat.

Colonel Mosel started from Troppau for Olmutz on 26th June with 4,000 wagons, escorted by twelve battalions and 1,200 Cavalry, the route being through ninety miles of mountainous country infested by Austrian light troops under Marshal Daun and Major-General Loudoun. On the 28th the latter waylaid and attacked the column, but was beaten off by the Prussian Grenadiers; the same night Zieten, who had been dispatched by Frederick to meet the column, joined Mosel with two battalions and three Cavalry Regiments. On the 30th, while issuing from a defile, the column was suddenly overwhelmed by a force of Austrians, Saxons, Hungarians and Croats, Loudoun attacking in front, and Ziskowitz in the rear. After most obstinate fighting, the Austrians were successful, and Zieten was obliged to retreat to Troppau. 250 wagons and part of the advance guard got through to Olmutz, but the rest of the vast convoy and most of its escort fell into the hands of the enemy. Most authorities agree that Zieten

and Mosel deserve no blame for this failure ; the guarding of such a convoy through ninety miles of wooded and mountainous country, with a force much inferior to the enemy's, was about the most difficult task they could be called upon to perform. Carlyle tells us that the wagons (four-horsed) were accompanied by 6,000 peasant drivers and 2,000 sutlers (male and female) and that the whole series covered twenty miles.

Zieten was not present at the Battle of Zorndorf (August, 1758), being at that time busily employed in Silesia harassing Loudoun and Daun with a force of eight battalions and fifteen Squadrons.

At Hochkirch (October, 1758) Zieten, by his alertness, prevented the defeat of Frederick's army from developing into a rout. The latter would not believe that the enemy meant to attack, and ordered the Cavalry to off-saddle and the infantry to pitch their tents. Zieten, commanding all the Cavalry, and well aware of the enemy's intentions, ordered all the horses to be unsaddled for half an hour, and then gave the order to saddle up again. This precaution saved the army ; as when the attack matured at 5 a.m., the former was enabled by the Cavalry to retreat after bitter fighting, defeated, but not destroyed. During the following year, Zieten executed a masterly retreat from the forest of Soraw, although surrounded by Daun with a force five times as strong as his own. Blumenthal makes much of this, and considers it one of Zieten's finest exploits.

He was not present at the disastrous battle of Kunersdorf, but had the satisfaction of knowing that a small detachment of his own Hussars had the honour of rescuing Frederick, in the nick of time, when surrounded by wild swarms of Cossacks.

The battle of Liegnitz was fought in August, 1760. Frederick and Zieten were passing the night together before a small fire when they were suddenly informed that the columns of Loudoun were approaching. Zieten, without awaiting orders, put himself at the head of a Cuirassier Regiment which he found saddled

up, and charged the storm troops which had advanced to within 500 yards of the Prussian left wing.

Frederick, attacked at once by Daun and Loudoun, threw himself between them, with all the troops available, and separated them. His left wing defeated Loudoun, while his right checked Daun. By 5 a.m. the victory was complete, and Zieten and Frederick met again on the battlefield. The former congratulated the latter, and the King, embracing Zieten, advanced him to the rank of General of Cavalry.

Torgau (November, 1760) was Zieten's last great battle, and during it he narrowly escaped death by his horse careering immediately in front of one of his own guns.

In 1764 Zieten, who had been widowed some ten years before, married again, his wife presenting him with a son during the following year, and the King advanced the new-born infant to the rank and pay of Cornet in its father's own Regiment.

After the peace old Father Zieten, beloved by all ranks, lived out his days in retirement at Berlin, always in great favour with the King, and died on 26th January, 1786.

In 1790 his name was inscribed on a monument at Rheinsberg:—"General von Zieten attained to a happy and glorious old age; every time he fought he triumphed. His military glance joined to his heroic valour, decided the fate of battles; but what distinguished him still more was his integrity, his disinterestedness, and his contempt for all such as enriched themselves at the expense of oppressed nations."

Finally the successor of Frederick the Great put up the statue in Berlin which is depicted on the frontispiece of this article.

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This account of Zieten's exploits is taken mainly from Blumenthal's "Life of Zieten." Other authorities consulted include Carlyle, Warnery, Jomini, Kugler, Frederick's Memoirs, and Brackenbury.

Madame de Blumenthal's book was published in Berlin, 1800, and contains the following dedication:—

"To Their Royal Highnesses the Duke and Duchess of York, the following memoirs of a Hero, they both of them knew and admired, are inscribed with the highest respect, by Their Royal Highness's most obliged and devoted humble servant,

"The Author."

In an article on Frederick the Great's Cavalry (CAVALRY JOURNAL, January, 1926), the author comments on the fact that Prussian Hussar officers were paid on a much lower scale than those in Dragoon or Horse Regiments ; during his researches into the life of de Zieten, however, he has found the explanation in the following letter from Frederick, in answer to a complaint from the former that he had not shared in the promotion of Major-Generals in 1755.

" My dear Major-General de Zieten,

" I have received your letter of the 14th instant, containing representations and requests relative to your present rank and future advancement, which I am utterly at a loss to understand. You cannot be ignorant that you preserve your rank above all the Generals of Hussars ; nor can you either be ignorant that the Hussars, having not the same rank as the rest of the Army, the advancement of other Generals does no prejudice to you. I, therefore, hope you will make yourself easy, and wait with patience for the moment in which I shall think fit to advance you in your turn ; and I remain your affectionate King,

" Potsdam, June 30th, 1755.

FREDERICK."

Blumenthal, writing at the close of the 18th century on the same subject, says :—" In the Prussian Infantry and Cavalry the commissions of Officers are exclusively reserved for the nobles. In the Hussars, the Artillery and Engineers, such commissions may be obtained without the advantage of birth. Frederick the Great made much of this distinction, which at the same time served as a resource for the nobility and an encouragement to talents and bravery."



### OUR FIRST BILLET

FOR many years it had been realised by most of us that some day there would be a European War and yet, when the time arrived, it came like an avalanche, and the mobilization and transfer to France were completed before we had time to grasp what it all meant. Within fifteen days of the declaration of war we were detrained at Jeumont on the Belgian Frontier and making our way from the station to our first billet.

The scattered little village of Colletret was allotted to the regiment and the *ordre de mouvement* stated the regimental headquarters would be *chez Madame le Brun*. At 11 a.m. on the 19th August, 1914, we dropped into billets as if we had been at it all our lives. Madame le Brun was typical of many hundreds of those kind French hostesses whose houses we were to upset during the next four years. From morning till night-fall and long after the latter, she worked for the comfort of those who, in such numbers, had invaded her very limited accommodation. The colonel was given a room to himself and treated with the greatest respect, while the other officers bedded down on the floor of the one room which apparently combined drawing room, dining room and kitchen.

The squadrons were similarly treated in the neighbouring farms surrounding this quaint little village, which had probably lain quite undisturbed since the occupation a hundred years before. The country around was very similar in nature to the undulating districts of South Oxfordshire, and yet in some ways it all seemed so different. All looked so peaceful that it was almost impossible to realise the proximity of the coming theatre of war. One wondered how best this kindness of the inhabitants could be repaid, when suddenly the order came to advance, and within a few days we were in full retreat and leaving our newly made friends to the mercy of a hoard of

Germans. We all know now what those unfortunate French women, who had shown us such true hospitality, had to put up with during the next four years.

It was in the afternoon of the eleventh of October, 1918, that a somewhat war-worn general dismounted from his horse at the door of Madame le Brun's house. Yes, it was the same house and the village had altered little, the Germans had been driven from it that morning. The door was half open and the general looked in. An old lady was stirring a pot on the stove. The same old pot and the same old stove, but was it the same old lady?—he had seen hundreds since, all with the same kindly faces. She turned round and ran towards him, exclaiming "*Ah c'est Monsieur le Colonel, je savais bien que vous viendrez aujourd'hui. Mais où sont les pantalons rouges?*" What a memory! even the trousers of the regiment were not forgotten. In a moment the memories of the last four years were wiped out and we may draw a veil over the next few minutes, for if the general had been her own son she could hardly have been more affected. She enquired most tenderly after the other officers describing them exactly and yet not knowing their names. Alas, several of them would never be able to revisit their first billet.



## *HYDER ALLY—THE LION OF MYSORE*

By COLONEL H. C. WYLLY, C.B.

OF Mysore it has been said that "it was the cradle of one of the most daring and successful adventurers recorded in the annals of the East, and perhaps the most formidable adversary whom the British ever encountered in that region." The name of this military adventurer was Hyder Ally, or, as usually written in more modern times, Haidar Ali, and the kingdom founded by him endured for something under forty years only ; but those years were essentially warlike ones, and they were, moreover, fruitful of events which helped materially to consolidate British power in India.

The date of Hyder Ally's birth is given variously as 1717 and 1722, and he was descended from a family which, towards the end of the seventeenth century, had left the Punjab for Southern India ; settling first in Hyderabad, the younger and more restless members of the family had later drifted down to Mysore, at that time and for many years after in the occupation of a number of petty chiefs who ruled different portions of the country. In the course of time, however, many of the smaller states were conquered and absorbed by the more powerful, until about 1704 the Wodiars of Mysore proper were in possession of one half of the present Kingdom of Mysore, had captured the fortress of Seringapatam and had established there the seat of government. Gradually, however, as has so often happened in the East, the heirs of the men who had carved out kingdoms for themselves with their swords, proved their unfitness to hold and to rule what their forbears had bequeathed to them, and in the case of the Wodiars of Mysore all power fell into the hands of the minister of the day, who set up and deposed the nominal ruler at his will ; and at the time when Hyder Ally

first comes into notice the Dalwai, or Commander-in-Chief, had usurped the functions of government.

Hyder Ally first appears on the scene in the year 1749, when the Dalwai of Mysore sent a small force, composed both of horse and foot, against a petty fort known as Devanhalli, in the possession of a refractory chieftain or Polygar. The force was under the command of an elder brother of Hyder, who accompanied it as a volunteer, during the protracted siege which ensued attracting general notice by his daring and gallantry. Wilks, the historian of the wars of that period, tells us that "he was observed on every service of danger to lead the way and to conduct himself with a coolness and self-possession seldom found in a young soldier." As a reward for his services during the operations of the siege, Hyder was given the command of fifty horse and two hundred infantry with orders to recruit and augment his corps; and when later a force was dispatched against Arcot the army was accompanied by Hyder and his brother, upon which occasion the future ruler of Mysore came for the first time in contact with British troops, against which he was to wage war for so long and with such varying success; but it is worthy of note that on this initial occasion Hyder fought on the same side as did a small British force under Major Stringer Lawrence.

The cause of the operations in which Hyder Ally was now to take a hand arose from the contest which had arisen between two claimants for the office of Nizam or Viceroy of the Deccan, Nasir Jang, the one claimant, being supported by the troops of Mahammad Ali of Arcot, the Mysore force under Hyder and a British contingent of some 600 Europeans under Major Lawrence, while the rival nominee, Muzaffar Jang, was assisted by a body of French soldiers commanded by de Bussy, and by the troops led by Chanda Sahib, a kinsman of the Nawab of Arcot.

At the outset Nasir Jang was successful, but later, his British allies having been withdrawn, he was defeated and slain. In this action Hyder's followers behaved well, and Hyder himself, taking advantage of the confusion of the general



HYDER ALLY

TO THE  
LIBRARY OF THE  
CONGRESS

route, improved the occasion by appropriating and carrying off to Mysore a large amount of the treasure of his late leader.

It was during this brief campaign that Hyder Ally appears to have made a study of the armament, training and discipline of the European troops whom he had met in the field, whether as allies or enemies, and thus early to have made up his mind that only by introducing among his own followers European methods of warfare could he hope to attain any real pre-eminence among the many warring nations by whom he was encompassed. It was probably about this time that this far-sighted adventurer began in a small way to purchase guns and small arms from the Bombay government, and also to enrol some thirty sailors of different European nations as gunners, and is thus credited with being "the first Indian who formed a corps of sepoys armed with firelocks and bayonets, and who had a train of artillery served by Europeans."

In 1751 Hyder Ally again took the field in a campaign which continued until 1754, accompanying in command of the cavalry a Mysore force which was sent to co-operate with the Nawab of Arcot, and here Hyder laid the foundation of the position to which he afterwards attained. It was also during the course of these operations that he scored a considerable success against the British, and was thus probably influenced as to which of the European Companies trading to the East he should favour with his support. On this occasion Hyder, commanding 12,000 Mysore and Mahratta Horse, swooped down upon an English convoy, wholly inadequately protected and commanded "by an officer of little experience and less ability." Nearly the whole of the escort was cut down, and the entire convoy, four guns and some £7,000 in specie, fell into the hands of Hyder.

During the years that followed Hyder Ally was constantly in the field; he rose to great eminence in the operations resulting from the repeated invasions of Mysore territory by the Mahrattas; his energy and ability made him master of the raja and his ministers, and in everything but name he was the ruler of

Mysore ; finally, in 1767, finding that the young raja recently installed was inclined to assert his authority, Hyder confiscated his estates, plundered the palace and assumed general control of Mysore affairs. By virtually declaring himself ruler of Mysore he incurred afresh the enmity of the Mahrattas, and in May, 1767, these invaded Mysore by its northern frontier, while their ally, the Nizam, penetrated into Mysore territory from the north-east. The British, as allies of the Nizam, became embroiled in the war, and a force, some 5,000 strong, marched, under Colonel Joseph Smith, to join the troops of the Nizam. The junction had, however, scarcely been effected before Smith was to learn that Hyder was as skilled in the arts of diplomacy as in those of war ; for Hyder astutely bought off the Mahrattas and then made an alliance with the Nizam, so that the British had no option but to retreat, Hyder's cavalry following them up, plundering the baggage and driving off the transport cattle ; but the Mysore troops suffered severe losses in two attacks made upon Smith—successes which for a time held Hyder in check.

At the beginning of the cold weather of 1767, however, Hyder and the Nizam invaded the Carnatic, their combined forces amounting to nearly 43,000 cavalry, 28,000 infantry and over 100 guns, to which the authorities in Madras could oppose less than 6,000 men, of whom only 1,030 were mounted, with 16 guns, and the war was prosecuted with varying success—Hyder always leading his cavalry in person and in one action having his horse shot under him—until the beginning of the year 1768, when the Nizam made peace with the British ; but the removal of one of the parties opposing the British was counterbalanced by the recall of Colonel Smith, who was replaced by less capable commanders, with the result that the year closed unfortunately, the British losing many posts of which they had earlier possessed themselves, while Hyder took many prisoners, all of whom were sent to languish in the dungeons of Seringapatam.

Early in 1769 overtures for peace were opened, but military

operations continued, Smith being now again in command of the Madras troops, and on several occasions Hyder was out-manceuvred and was only saved from serious defeat by the great superiority of his cavalry. Determined to end the war, Hyder now contained Smith with a large force, and himself marched on Madras at the head of 6,000 horse, covering the distance of 130 miles in three and a-half days ; and, appearing thus unexpectedly at the gates of the Presidency, was able practically to force the Council to make peace. One of the reasons given for concluding a not especially honourable peace was that the Madras Government had not the means to maintain a sufficient body of cavalry, the want of which enabled Hyder to protract the war, lay waste the Carnatic and cut the British communications. As one of the Madras Council wrote : " An army of Moratta Horse we always dreaded, because we always knew that it was not their business to fight, but to plunder, burn and destroy. The difference has only been in a name ; 'twas Hyder instead of Moratta, and I think there can be no doubt but that, whilst our force consists of infantry only, any Power with a large body of horse may plunder and ruin the country."

Hyder was generous-minded enough to recognise the military qualities of the commander to whom in the operations of this war he had been opposed ; he spoke of Colonel Joseph Smith as his " Preceptor," and openly declared that " the British officer of whom he had the highest opinion, and who was the only officer he ever avoided encountering, was Colonel Smith " —an officer who had learnt the rudiments and practice of Eastern warfare under such past-masters of the art as Stringer Lawrence and Robert Clive.

For some years now there was peace in Southern India, but in the beginning of the year 1778, England, already at war with America, declared war against France, and later with Spain, while the British were further threatened with hostilities by the Dutch. Pondicherry was besieged and surrendered in October of this year, and the Madras Government then proceeded

to the capture of Mahé, the only French settlement now remaining to that nation in India. Despite the angry warnings of Hyder Ally, who realised that if Mahé fell into English hands, not only would the source be closed whence he drew his military supplies from France, but that his allies, the French, would be deprived of their last foothold in the Peninsula, the project was persisted in, and Mahé fell in November of the following year ; but within a very few weeks of its capture it was clearly to be seen that Hyder (already justly incensed against the English who on two occasions, in disregard of the terms of the treaty of 1769, had declined to assist him against the Mahrattas), was now preparing a huge army for the invasion of the Company's territories in Madras, and in July, 1780, Hyder entered the Carnatic at the head of an army of close upon 85,000 men, of whom some 28,000 were cavalry, with 100 guns.

It was the supreme crisis of our rule in India, and the years 1780 and 1781 might easily have been as fatal to our power in Asia as they were in America, since, as a historian has told us : "Thirty thousand Mahratta Horse were encamped on the western frontier of Bengal. An invasion of Behar by the same enemy seemed to be imminent. Oude was threatened. The Maharajah Scindiah stood ready to fall upon Korah and Allaha-bad. The whole power of Poona confronted General Goddard. But there was worse news behind. Hyder Ally had descended in force on the Carnatic, and was sweeping over it with fire and sword." Though the attitude of the native powers had for some months past been a threatening one, the actual outbreak found the Madras authorities unprepared ; the troops were nowhere in force, but were distributed in small garrisons all over the presidency, and it was not until Hyder's cavalry had actually raided the suburbs of Madras that Sir Hector Munro, the provincial C.-in-C., took the field at the head of a force but little more than 5,000 of all arms.

Hyder's plan of campaign was to lay waste the country north and south and west of Fort St. George, while keeping open his communications with the coast so as to ensure co-operation

with the French. For the British the campaign opened disastrously; Hyder fell with masses of cavalry upon one of two small British forces marching to effect a junction, and practically annihilated it, and in the words of a Madras Government minute, "the disaster which has befallen us is such as cannot be paralleled since the English had possessions in India. We have lost a great part of our best officers, about 600 Europeans and 4,000 sepoy. The remains of our army have been obliged to retreat with the greatest precipitation, and Hyder Ally, fearless and unopposed, now ravages the Carnatic." The inhabitants of Madras put on mourning, General Munro was hooted in the streets, while from the country round people came crowding into Fort St. George or Black Town for safety from Hyder's predatory horsemen. This was bad enough, but there was worse to follow, for news now came to hand that French ships, carrying 7,000 soldiers, were on their way to help the enemies of England in India.

General Sir Eyre Coote was now sent from Bengal to Madras, and, taking the field, he engaged Hyder in several desperate battles; at Porto Novo, fought in July, 1781, the British force of some 8,500 men was opposed by an army containing 47 guns, 630 Europeans, 1,100 Topasses, 40,000 Cavalry, 18,400 infantry, and 120,000 irregulars, besides a horde of fighting men of the forces of petty chiefs who had joined Hyder since his entry into the Carnatic. As might have been expected, Hyder made great use of his mounted men, but their charges withered under the fire of the two-deep line and that of an inshore squadron, and Hyder himself with difficulty escaped capture and was forced from the field by his attendants, his army having suffered some 3,000 casualties, Lally being among the wounded. Again in August at Pollilore, on the ground where the detachment of Munro's army had earlier suffered annihilation, the British army met the Mysore force of nearly 150,000 men with 80 guns, and the two fought a drawn battle; the ground seems, happily for us, to have been unsuited to the action of cavalry, for certain of the regiments under Coote did not fight quite so stoutly as

at Porto Novo. In September these antagonists met a third time at Sholinghur, and here, as thirty-four years later at Waterloo, "it was a near thing." The nature of the ground, partly rocky, partly swamp, caused gaps to appear in the British line, and into these gaps Hyder sought to pour his Cavalry, with the result that one British brigadier and his staff found themselves at grips with the Mysore Horse, while the guns had to be turned about and trained on the cavalymen as they charged through to the rear. If Pollilore was a drawn battle, Sholinghur was a victory for the British, but in a country devastated by the huge armies and innumerable cavalry of Hyder Ally, it was no easy matter to reap the fruits.

In the pitched battles of the summer and autumn of 1781, the British were thus uniformly successful, but in the minor actions, the affairs of posts and the combats of detachments, victory was generally with Hyder by reason of his overwhelming force of cavalry and the boldness with which it was handled by Hyder himself or by Lally.

During the winter of 1781-1782, there seemed some hope of effecting an honourable termination of the war, and a letter making certain definite proposals was forwarded to the Mysore ruler; but past experience had unfortunately induced in the mind of Hyder Ally a mistrust of the *bona fides* of the Madras Council; "the Governors and Sirdars," he wrote in reply, "who enter into treaties, after one or two years return to Europe and their acts and deeds become of no effect, and fresh Governors and Sirdars introduce new conversations"—in a word, he found neither trustworthiness nor continuity of policy in the Madras Government, and so the war went on. As to the ultimate result, however, Hyder Ally seems to have cherished no illusions for he realised how hopeless it was to contend successfully with a maritime power: "I can ruin their resources by land," he said, "but I cannot dry up the sea."

Only once again were Coote and Hyder to meet in battle, and both these great opponents died within a year of their final meeting. In June, 1782, Coote was attacked by Tippoo,

Hyder's son, and Lally, but beat them off and then advanced against Hyder. That astute commander, however, evaded all the attempts of the English Commander to get to close quarters, and then managed to decoy the British "Grand Guard" into a position where it was charged by masses of the Mysore Cavalry and suffered very heavy loss.

The rainy season now coming on, hostilities had temporarily to cease, the British returning to Madras, the French to Cuddalore, while Hyder encamped with his army near Arcot. Here the cancer in the back which for some time had troubled him, and which the fatigues of his many campaigns had certainly aggravated, became very serious, and on 7th December, 1782, he died near Chittore, only four and a-half months before his great antagonist. His last message to his son and successor, Tippoo, ran as follows: "I have gained nothing by the war with the English . . . If you, through fear of disturbances in your own kingdom, repair thither without having concluded peace with the English, they will certainly follow you and carry the war into your country. On this account, therefore, it is better first to make peace on whatever terms you can procure, and then go to your own country."

Of Hyder Ally, one of his biographers tells us that "he was a born soldier, an excellent rider, and skilful alike with his sword and his gun. Trained by early habits to active exertion, he could undergo great fatigue without suffering from it, and when at the head of his troops, he was reckless of personal danger, thus stimulating the courage of his followers. Cool and sagacious in wartime, he excelled in cavalry tactics, and seemed to possess by intuition the knowledge how to launch his horsemen with the greatest effect on the enemy. . . . Perhaps his most remarkable characteristic was the celerity with which he made forced marches on various occasions, always with a successful result, feats which could only have been performed by a man who was both hardy and daring. The celebrity of his name, and the rich opportunities for plunder which his numerous expeditions offered, attracted to his standard vast numbers

of recruits, who, although he was niggardly in his payments, were firmly attached to him and fought gallantly under his orders. . . . Whatever defects may be justly attributed to Hyder as a ruler, or in his private life, he was a bold, original and enterprising commander, skilful in tactics and fertile in resources, full of energy and never desponding in defeat. For an Oriental he was singularly faithful to his engagements, and straightforward in his policy towards the British."

Hyder Ally was more than a mere leader in the field ; he understood well what in more modern times we call "propaganda," and he knew how to stir up the passions of his own people and of his allies and make a war popular ; and the campaign upon which he entered in 1780 had been prepared for in every possible way until the prospect of it enjoyed the fullest public sympathy, prayers for the success of the Mysore arms were offered in all the mosques, and for the downfall of the English, described in statements sent out broadcast as "a people worse than women, a set of merchants without a name, a handful of tradesmen who in their nature are like foxes."

Something has already been said earlier in this paper as to Hyder's ready appreciation of the soldierly qualities of those commanders by whom he was opposed in the field, and when in July, 1782, peace conferences were entered into, Hyder Ally spoke in very flattering terms of his great antagonist, Sir Eyre Coote, saying he had heard much in the general's praise, that he was a great and gallant commander : "the General," he declared, "is a man of great distinction and of great worth, the English nation has not seen, nor is likely to see again, such a chieftain as he is. Tell the General that I hope we shall both be in our hearts good friends."

None of the historians of the wars in Mysore have explained how Hyder Ally maintained his huge armies, and especially his very large mounted bodies, in a devastated country, but we are assured by Wilks that "every branch of preparation was arranged with the most scrupulous care ; no department escaped his personal supervision."

Finally, of the abiding character of his reputation another writer says that "Notwithstanding the severity of his internal rule, and the terror which he inspired, his name is always mentioned in Mysore with respect, if not with admiration. While the cruelties which he sometimes practised are forgotten, his prowess and success have an abiding place in the memory of the people."



### ADMINISTRATION IN THE FIELD

*With reference to some of its aspects in relation to War Training*

By MAJOR-GENERAL SIR PERCY HAMBRO, K.B.E., C.B., C.M.G.

ADMINISTRATION in the Field, which varies in its degree of intensity with each arm of the Service and with the size of their areas and the rapidity of their movements, probably reaches its peak with mounted troops. But, owing to expense and other causes, it is difficult to obtain opportunity to give attention to those details of field administration, which the subject merits as an integral part of war training. With the mechanicalization of machine-gun units and the wider employment of armoured cars this portion of war training calls for close examination, and it would seem that the time is opportune, for mechanicalization is increasing and every additional increase brings in its train new and special problems, both tactical and administrative. More than ever the modern battle tends to become a continued, strenuous trial of superiority. Consequently it behoves every commander to have as clear and precise an understanding of the administrative doctrines of his own arms as he has of the fundamental principles governing the conduct of the attack. If he has not, he cannot exert to the full his influence on the battle, nor can he be sure that there does not remain unutilised just that extra ounce of effort which might turn the scale. In "the great battle," once issue has been joined, it is only when the commander has exhausted his first resources, and later exhausted the power of his administration to continue to replace those resources in men and materiel, that there can be any other question than that of continuance of the battle at the highest pressure.

The preparation of an attack demands secrecy, surprise in delivery, vigour in execution (see 67, 1, F.S.R. II, 1924) and, we may justly add, continued vigour in execution. High responsibility therefore rests on those who prepare and carry through the administrative details of the general plan, for unless the tactical changes are foreseen and smoothly and adequately met the tactical plan will falter, the final phase cannot be attained, and much valuable effort in men and horses will sink back disheartened, with perhaps a disinclination in high quarters to repeat such an effort. We have no right to demand that the administrative executive work of such a plan should be carried through except on an accepted doctrine, which has been co-ordinated in peace especially since there must be a minimum of reference to the commander who, necessarily immersed in the changing phases of the tactical situation, has little time to reflect on his problems of maintenance. It follows, therefore, that administration in the field, which furnishes many of the sinews of the tactical situations, must eliminate every tendency to weakness—and this can only be obtained by peace training.

Within its sphere, administration should seek to ensure :

- (i) that, in accordance with the general plan, troops move with ease and freedom, at the required time, to the destined place, arriving in high fettle, lacking in nothing, so well fed and equipped that they may for a time defy the weather without undue sickness ;
- (ii) that the troops are continually maintained up to establishment in fit men and horses, as well as in supplies of all natures (ammunition, rations, forage, fuel, petrol, ordnance, medical, engineer stores) without waste. That the unfit men and horses are smoothly evacuated, and cared for ;
- (iii) that, by foresight, confidence in the administration is maintained by the commander and all ranks.

These are the basis of administrative plans, but administration must remember that in addition to the aim of all

cavalry commanders to strike first with surprise, there lies the desire to deliver that last extra blow which, while giving victory, sends the enemy broken from the field. It may be the reserves held back in the commander's hand that enables this to be done, but, in a prolonged action, it is administration well organised that helps to maintain the strength of the troops, which strength, in its turn, enables the commander to seize the final opportunity, and drive home the blow. It must therefore be foreseen in all administration plans that "continuity of service" has to be maintained without cessation.

Secrecy and surprise, the forerunners of victory, can often be obtained by the enemy's belief that the opposing troops are outside the possible range of any blow, whilst the secrecy of continued vigour in the attack lies in the personality of the commander firm in his knowledge of the principles of war, sure of the training and morale of his troops, confident in the strength of his administration.

Agreeing that distance gives a feeling of security to the enemy and with a full knowledge of the great importance of surprise, is it not possible to secure yet greater mobility than we have hitherto obtained from the mounted troops? If we look back, we see that with improvements in horses and the draining of the land we have added to pace of movement, but it is questionable if we have added much to mobility. As the answer to the required increase in the striking distance, or mobility, is the concrete factor—reduction of the weight carried—it should not be beyond our reach to produce a satisfactory solution now that we have for the first time ready for utilisation a new factor in the light motor vehicle with its great possibilities, which, if rumour proves true, can traverse the roads at 25 m.p.h. and move across country at 10 m.p.h. By improved staff work, by a careful study of their requirements and by recognising certain factors, the mobility of infantry has in the past ten years been considerably increased, even further possibilities still exist in this direction. But hitherto the cavalry have lacked a transport that could move

more rapidly than themselves, and it was necessary that the horse should carry the man and their joint requirements for at least twenty-four hours. Is this necessary to-day?—perhaps for the advanced squadrons, but for the rear regiments of a brigade, or for the rear brigades of a division, there seems little reason why the mid-day feeds, haversack rations, etc., should not be distributed as required by light motor vehicles.

As it is an essential factor in dealing with increased mobility of troops to overcome the problems of the maintenance of the man, it is necessary to try out the question of the supply of hot food. A motor hot-food container; the dinners and teas being cooked in the rear zones; can deliver in the evening for both officers and men except to those troops holding the most advanced positions. It is agreed a motor cooker might be better, but petrol fumes, fires and rapid moves, as yet present difficulties. Breakfast, that all important meal whether fighting is possible or not, remains to be considered.

A brief examination of the subject of the possibilities of reduction in the weight carried on the horse seems to show that there exists the probability that everything that is required at stated times for a definite period, such as mid-day feeds, grooming kit, cloaks, men's blankets (carried in 1914 on the horse), change of linen, etc., should be relegated to the light vehicle, which, moved by bounds under headquarter control, would deliver, re-collect if necessary, and return to the back area, to await the next summons by a despatch rider. It should be rare that the forward echelon of motor transport would be required to move in the morning for delivery to the troops; it will be probable that vehicles refilled at the first opportunity will lie up in a concealed area within twelve miles of the axis of the cavalry movement, waiting until the evening. Certain vehicles will pass the night with the troops, collect the blankets, etc., in the morning, and return to their concealed area. To attain this the squadron leader must train his squadron on these lines, and teach his men to make do; his reward will be a stone off each horse with corresponding

reductions in casualties. The seed once sown, perhaps another stone will follow. The brigadier or divisional commander will ride at the head of the finest troops in the world, swinging free in their saddles, ready and eager to cover thirty miles and strike, and strike again.

For unit administration assisted by the Higher Command there is much to be done and thought out, especially in connection with the loads for vehicles and their types. There is no need to cling to 15 or 30-cwt. loads, those are relics of horse-drawn transport. The limbered G.S. wagon carried a load approximately of 15 cwt., it may be possible to combine several present loads on one vehicle. Undue expense must be guarded against, and until ideas are hardened by experience much must be carried through experimentally. To-day motor transport as first line transport with infantry is an accomplished fact.



## IN THE FOOTSTEPS OF WELLINGTON

By J. PAINE

“ Here in streaming London’s central roar  
 Let the sound of those he wrought for,  
 And the feet of those he fought for,  
 Echo round his bones for evermore.”

*Tennyson.*

SCATTERED throughout the numerous museums and galleries of Europe are innumerable relics of that great Emperor whom Napier considered “the greatest genius and the greatest soldier who ever lived,” and it must be the glory of every Frenchman to be privileged to gaze at the trophies of that Corsican. The temperament of our own countrymen is at great contrast to that of our neighbours on the Continent, but few Britishers worthy of the name could pause without rapture and pride before a portrait, a relic or even a statue of Napoleon’s opponent, Arthur, Duke of Wellington. Talleyrand regarded the Duke as “the most capable man in England” and a glance at any of the numerous biographies that have been written of this illustrious soldier will testify to the truth of that statement.

A review of the paintings, trophies and memorials relating to Wellington in London alone is worthy of record despite the fact that Waterloo battlefield will for all times remain his real monument, a sacred stretch of grass and corn whereon history reached a turning point and the fates of nations were sealed.

Though Dr. Johnson was content in his day to see London from the top of an omnibus, the reader who prefers to alight at Hyde Park Corner has, on this particular occasion, made a wise choice, for many things Wellingtonian seem to have

congregated here. A conspicuous figure here is Sir Joseph Edgar Boehm's equestrian statue of the Duke with its four stalwart warriors at the corners of the plinth—an English guardsman, a Scottish highlander, a Welsh fusilier and an Irish dragoon. Fortunately Wellington is not represented in this statue without his cocked hat, his stirrups and his spurs, such as one beholds in the work of Sir Francis Chantrey outside the Royal Exchange. Within the park itself, where the Duke took the salute at many a glittering review, is the erroneously styled "Achilles" statue admired for its colossal size if for nothing else, for with plinth and pedestal it stands no less than thirty-six feet above the ground. That it has a special appellation for military enthusiasts can readily be understood, for it is cast from cannon captured at Salamanca, Vittoria, Toulouse and Waterloo, whilst it's good to hark back to those days when the fair sex were ready to honour the deeds of an army and its leader, the ten thousand pounds subscribed in 1822 towards the erection of this monument being the gift solely of English women who dedicated it to "Arthur, Duke of Wellington, and His Brave Companions In Arms." Londoners who persist in dubbing this figure "Achilles" would perhaps be surprised to know that its sculptor, Sir Richard Westmacott, copied the design from one of the famous groups on the Quirinal Hill at Rome. The Duke in civilian dress riding past this statue has been the subject of a picture painted by H. de Daubrawa, who was also responsible for a pictorial representation of the great commander at the Grand Review held in Windsor Great Park in 1844.

Outside Hyde Park, in Piccadilly, stands No. 1 London, as Apsley House is oftentimes called. Built for Lord Apsley in the latter half of the eighteenth century, this one-time red brick building was presented by the nation to Wellington five years after his victory on that memorable Sunday at Waterloo. This fine old mansion recalls the story of those shutters which His Grace was forced to attach to the windows during the Reform Bill riots of the early thirties. One of the most



**Cocked Hat worn by The Duke of Wellington  
at the Battle of Waterloo**

70 444  
144 444

regrettable parts of this affair was that during the stone throwing operations of the mob the Duchess lay dead in one of the rooms of this house. Few great men experienced a briefer spell of unpopularity than did Wellington when Prime Minister, but he did not forget the unruly crowds and his smashed windows, and when all hostility had given place to cheers, as it did in a remarkably short time, he would glance at the people who were wont to collect at his gates to witness his return from a ride in the Row, point significantly at those shutters and pass within the doors without the acknowledgement that they craved for. Honoured, respected and admired was this grand old man, but he is something of a tragedy in history for it can never be said that he was really loved, either by his soldiers or subjects, not in that same sense of the word as it could be applied to soldiers of more recent times, such as Gordon, Buller or Roberts.

It is a pity the Iron Duke's town residence cannot be explored in the same way that a museum can, but, as it is the home of the present holder of the title, this could only be done with his permission. The Waterloo Gallery with its masterful canvasses is a sight to behold, to say nothing of the numerous glass cases containing Wellington's swords, batons and medals. His gorgeous gift from Louis XVIII of a service of Sevres is still there and also the saddle he rode in when he gave the magic order for the whole line to advance at Waterloo. The collection of watches, one of which belonged to Junot, is a reminder of the rigid punctuality observed by the Duke throughout his career whilst his admiration for the art of the Dutch school is shown in the accumulation of paintings by such masters as Jan Steens, Ostades and Teniers. One of the most notable exhibits of Apsley House is Canova's statue of Napoleon, executed in 1810 but never unveiled, the British Government having purchased it for three thousand pounds as a gift to Wellington after Waterloo.

A residence of less importance was an abode in Harley Street, which Wellington took up on his return from the

Copenhagen expedition and from where he resumed his duties as Chief Secretary of Ireland.

Hyde Park Corner deserves further mention in relation to the Wellington Arch, which with its present bronze Quadriga has rather lost the significance of its proud title. The huge equestrian statue of the Duke by Mathew Wyatt stood on this arch for nearly forty years, but was removed in the early eighties to its present home at Aldershot.

Within a short distance of the arch, at Londonderry House in Park Lane, two famous paintings were once the subject of great admiration, "The Heroes of the Peninsula" and "The Heroes of Waterloo," the likenesses of Wellington and his distinguished officers being very faithfully drawn by J. P. Knight, who also painted a striking picture of the Duke with Lord Nelson.

At the far end of Constitution Hill, Buckingham Palace recalls the Duke's verdict of this edifice of almost a century ago. His impressions of Continental palaces must have been very favourable for he considered the home of his Sovereign to be "the poorest royal residence in Europe." Two years before his death, Wellington acted as sponsor to the Queen's son, the present Duke of Connaught, who was born at this palace on 1st May, which was also the birthday of Wellington, from whom the name of Arthur was chosen for the baby prince. Some interesting side-lights on military matters of the Victorian era may be gleaned from the correspondence which passed between the Queen and the Duke of Wellington, who, in 1842, again took up the cudgels as Commander-in-Chief. The subject of the Peninsular medal may have been a strained one between these two, but despite his many little peculiarities and his stubbornness concerning the rewards due to the man in the ranks, the old Commander-in-Chief was greatly admired by his Sovereign and after he had passed away she paid a never-to-be-forgotten tribute to his greatness in saying "He was the pride and genius, as it were, of the country."

The harsh notes of a bugle call or the roll of a drum from the square of the barracks named after Wellington herald the

quarters of the Guards, whose name before Landrecies or Inkerman was coupled with those of Hougomont and Waterloo. How furious His Grace was on hearing that he was attributed with saying, "Up, Guards, and at 'em," and what a treasured document is that letter from John Wilson Croker to Greville, whereon the former asks for a verification from the Duke himself of the alleged saying, to which Wellington replied on the back of the same epistle, "What I must have said, and probably did say, was 'Stand up, Guards!'" and then gave the Commanding Officers the order to attack." In the Royal Military Chapel of Wellington Barracks a marble medallion containing a profile of the head of Wellington commemorates those years in which he held the colonelcy of the Grenadier Guards. He was also Colonel of the Rifle Brigade, the old 95th, the regiment immortalized in Captain J. Kincaid's Peninsular reminiscences, wherein that author remarks that Wellington's men "would rather see his long nose in the fight than a reinforcement of ten thousand men any day."

A short distance up the Mall and a turn to the left reveals what was once known as Stafford House. A collection of bric-à-brac and miscellaneous chattels, representative of the London that was, would hardly be complete without some relics of that valiant white haired soldier who was once the very centre of its attraction. In one of the corridors upstairs, in a small picture-frame, is one of the admission tickets to the funeral service in the great City Cathedral, whilst reposing in a dark corner, in the oft missed basement, is the cumbersome old travelling carriage used by Wellington throughout the Peninsular and Waterloo campaigns. Few know of the existence of this historic relic, though Napoleon's battle coach at Madame Tussaud's was seldom without its little knot of admirers. Alas, the latter was almost totally destroyed by the unfortunate fire at that establishment a short time ago and so only that of the Emperor's adversary now remains. On the wall behind Wellington's post-chaise hangs a faded oil of the Duke on horseback and in civilian attire with the Wellington Arch painted in the background.

It is an atmosphere of real old London that pervades the precincts of St. James's Palace as leaving the London Museum, one crosses over to Ambassadors Court, where the stillness is broken only by the sound of the sentries' steps or the occasional ring out of a sharp command as the reliefs are being changed. Somebody once expressed regret that the hoof of Wellington's charger, Copenhagen, did not rest within the guard room of this royal residence, where that of Marengo, the Emperor Napoleon's horse, may still be seen.

An excuse might be offered for mentioning Marlborough House, for its late occupant, the Queen Mother, had, like most people, her favourite hero, and her's was Wellington.

Waterloo Place is conspicuous by its inexcusable absence of anything suggestive of the battle of that name, for the prominent position given here to the Guards' Crimean memorial and the statues of Florence Nightingale and Sidney Herbert is surely a reminder that something in the way of a little name changing might occasionally be resorted to. Considerably more appropriate would the name of Alma or Inkerman Place have sounded to that which it now bears.

The United Service Club at the northward corner of Waterloo Place could once boast of Wellington amongst its members, and the stones nearby were erected by his desire to help aged clubmen to mount their horses. In the entrance of this club is a colossal bust of Wellington by Pistrucci, whilst a portrait painted of him by W. Robinson hangs on the grand staircase. Like most men of fashion of that day the Duke patronised several clubs. Together with a few of his political associates, he founded the Carlton, in Charles Street, St. James's, was the first patron of the Junior United Service Club nearby and a member of the Oriental when it stood in Lower Grosvenor Street. Present day members of White's are reminded of the Duke's connection with that famous club by the portrait hanging in the dining-room, one of the two painted of His Grace by the French dandy, Count Alfred D'Orsay, whose silver gilt statuette of the Duke on horseback stands in Apsley House.

Descending the Duke of York's steps one approaches the outskirts of St. James's Park, the ranger of which was once the Duke of Wellington, who also held a similar post in respect to Hyde Park. At the Horse Guards those splendid specimens of British manhood resplendent in white plumed helmets, scarlet tunics, white pantaloons and "Wellington" boots, call to mind the celebrated cavalry charge at Waterloo and the Duke's simple words after witnessing the affair—"Thank you, Life Guards." That meant a lot from Wellington and the regiment have treasured those words to this day. The King's Guard which furnish the men for duty at this stately entrance to Whitehall is, when occasion demands, composed of the Royal Horse Guards and the appointment to the colonelcy of the Blues, as the latter are invariably called, has always been reserved for officers of distinction. Wellington was granted this honour in 1813 on relinquishing the colonelcy of what is now the Duke of Wellington's Regiment (West Riding) and in writing to Colonel Torrens, the Military Secretary, advising him of the good news, he added, "I believe there never was so fortunate or so favoured a man." The position has since been attained by two notable Field-Mmarshals, Evelyn Wood and Garnet Wolseley.

It is interesting to recall the fact that of the seven regiments in which Wellington served, between 1787 and 1794, two were of the Cavalry arm. As a lieutenant he was in charge of Major (afterwards General) Villette's troop of the 12th Light Dragoons, and, prior to his promotion to Field rank, in the 33rd Foot, he commanded for a short time a troop of the 18th Light Dragoons.

A very touching picture of the great Duke that has lent itself to canvas is that portrayed by James W. Glass in "The Last Return From Duty," depicting the stern old warrior riding through the arch on to the Horse Guards Parade. The trooper on duty in this picture is shown carrying a carbine, as was then the custom, whilst a groom rides behind the Duke, who without glancing to either side is silently touching

his top hat in acknowledgement of the salutes of a couple of aged Chelsea Pensioners. Artists were rather partial to the introduction of veterans from the Royal Hospital where a picture of the Duke was concerned, though almost forgotten now must be that quaint old scene in the shipbuilding yard, where some of these old campaigners are regarding with admiration the fine figurehead of their old commander, taken from the vessel that once sailed the seas under his name. One of the treasures in Apsley House is David Wilkie's painting of the Chelsea Pensioners reading the news of the victory of Waterloo and for which Wellington paid quite a large sum. These were the days when pictures realised fabulous amounts, the copyright of the "Waterloo Banquet," attributed to Salter, having been purchased by Alderman Moon, the publisher, for no less than fifteen thousand guineas. Many of the inmates of the Royal Hospital followed the body of Wellington on its last journey through London, and it was in their Grand Hall at Chelsea that the lying-in-state was held, when some fifty thousand of his admirers passed the coffin daily, three persons on one day being crushed to death.

Rather curious to relate, it was at Chelsea, which still boasts of a Wellington Square, that young Arthur Wesley, as he then spelt his name, received a preliminary education at a small preparatory school, from where he passed into that great college, on the playing fields of which it is pleasant to remember was won the Battle of Waterloo. *Floreat Etona!*

It is round about Whitehall that one literally seems to follow in the very footsteps of Wellington. In the forties the administration of the British Army was vested in the authorities of the Horse Guards with the Duke, despite his seventy odd years, as Commander-in-Chief.

In one of the General Orders issued during his sojourn at the Horse Guards, the Duke requested Commanding Officers to prevent smoking in the mess rooms of their respective regiments, a delightful indulgence regarded by His Grace as a "species of intoxication occasioned by the fumes of tobacco."

This remarkable request was the cause of much comment at the time and tobacconists took the opportunity of utilizing the Duke's likeness for the carved pipe stoppers then in vogue. In one of the rooms at the Horse Guards is a bust of the Commander-in-Chief by J. Nollekens, and also the beautiful oval-shaped table habitually used by him during his tenure of office. The present palatial building in Whitehall was then undreamt of but the old headquarters in Pall Mall with the sentry on guard is well within living memory. It is surely odd that the sentry has disappeared from the War Office of all buildings, and yet in Paris a soldier actually does duty outside her principal place of amusement.

Because the General, who lived to become Secretary of State and Premier, is beloved more as a soldier than as a politician, the Houses of Parliament with their memories of stormy Reform debates are best left uncriticized. Wellington has nevertheless always been held in higher esteem than Marlborough as a statesman and his constant desire to "see the King's Government strong" will always remain a point in his favour. The picture gallery of the House contains Maclise's well-known fresco painting of Wellington's meeting with Blücher after Waterloo, but it will always be a subject for ridicule, for, by an unhappy stroke of the brush, the artist painted "A La Belle Alliance" on the wall of the old farmhouse, and it was not here at all that the allied commanders met, but at the village of Genappe.

A meeting of less renown, but nevertheless of great interest was that between Wellington and Nelson in a waiting room of the Colonial Office in Downing Street in the year of Trafalgar. This was the first and only occasion on which these two great patriots met and then purely by chance. They conversed together for an hour, and on first acquaintance the soldier found the sailor's conversation delivered in a "style so vain and so silly" as to surprise him, but towards the end of the discussion he had heard "enough to be satisfied that he was really a very superior man," but "a more sudden and

complete metamorphosis" he had never met. It might be added that the manner and matter of Nelson's conversation underwent this extraordinary change after the first few minutes, when Wellington's noble personality prompted the Victor of the Nile to enquire from the outside doorkeeper who his companion was. Such was fame in those good old days!

Till quite recently a relic of Wellington's Indian campaigns was suspended behind the pulpit of St. Stephen's, Westminster. This was the magnificent Chinese velvet which once adorned Tippoo Sahib's tent and was taken by the Duke at the Capture of Seringapatam in 1799, four years prior to his brilliant victory at Assaye. This valuable trophy is now on loan to the Victoria and Albert Museum, where one may also see the original design of the sumptuous monument erected to Wellington's memory in St. Paul's Cathedral.

Whitehall Palace, haunted by its unhappy association with the tragic end of the Martyr King, and now the home of the Royal United Service Institution, is abundant in exhibits of a military nature, probably the most conspicuous being the huge model of Waterloo field, the work of Captain William Siborne, the historian of the campaign, whose labour of love did not meet with the approval of Wellington, whose wish was that the Battle of Waterloo should be left as it was and thus would-be historians of the campaign met with little help and many rebuffs from the one man without whose advice facts were liable to become distorted. Beneath Ruben's painted ceiling in the old Banqueting Hall are numerous objects of interest relating to the Duke's career, such as the old camp bed, cape and cloak used by him in the Waterloo campaign, his sword, vest, gloves and the much faded Riband of the Order of the Garter. An old contrast to the brave array of busbies, helmets and shakos is Wellington's top hat, reposing very appropriately beside that of Lieut.-General Sir Thomas Picton. Near the marble bust of Napoleon is one in plaster of his adversary, who is also represented in his full military regalia in a small richly coloured statuette. One rather curious exhibit is Colonel

Gurwood's letter, regretting that the skeleton of Copenhagen should not be in the museum, a desire that few would care to see gratified, though that of the once beautiful Marengo is still exposed to the public gaze within these walls. A few wisps from the tail of the Duke's charger have nevertheless found their way into the one glass case which has been set apart by the Institution for the majority of the relics of his master. Of peculiar interest are the autograph letters which have been preserved, that from Wellington to the secretary of the museum asking for the Queen's patronage of the collection, his original Order of Thanks to the Army after the Battle of Salamanca and a framed epistle relating to the title of the regiment which now bears his crest and name. In commemoration of the Battle of Vittoria is a small earthenware jug on which the Duke is shown receiving the swords and batons from the officers of the opposing forces, whilst a plate, bearing his coat of arms, represents part of the service presented to him by the King of Prussia in the year that followed Waterloo. The cocked hat worn by Wellington when Commander-in-Chief of the British Army has also found its resting place here, but a head-dress of greater historic interest is that which he wore at Waterloo, at one time in the possession of the celebrated war-correspondent Frederick Villiers, who afterwards presented it to the late Henry Heath, the hatter, and at whose establishment in Oxford Street this precious relic may still be seen. In that brilliant example of modern military art by Ernest Crofts in the Mappin Art Gallery at Sheffield, Wellington is shown riding at the head of his troops on the road to Waterloo and doffing this cocked hat to a party of the Greys on the roadside, the head-dress of course being temporarily relieved of its plumes. Solemn relics are those connected with the end of the great career of "England's greatest son," a card admitting an officer to the funeral service in St. Paul's, and one of the four bannerettes from the funeral car. The last-mentioned relic was given to Field Marshal Sir Garnet Wolseley by Lady Dorothy Nevill and now hangs in

the Wolseley room of the museum, where also a gold locket containing a portion of the Duke's hair and his silk umbrella (one of two belonging to Wellington exhibited in the museum) concealing a dagger in the handle, testify to Sir Garnet's interest in the soldier who passed away in the same year in which he entered on his own military career.

The aspect of Nelson's Column seems to dominate all else as one approaches Trafalgar Square, but few would begrudge that mighty admiral his elevated position there. England will have done equal justice to that soldier who always did his duty whether the country expected it or not, when she finds a place in her capital for a Waterloo Square with a Wellington column guarded by the statues of Moore, Picton, Crauford and Hill. Great men were these, able lieutenants of that incomparable commander who brought nearly forty years of peace to Europe and was indeed the "foremost Captain of his time." In ascribing to him that title Tennyson was guilty of no mean flattery and his "Ode on the Death of the Duke of Wellington" is a masterpiece of verse such as is attained only on rare occasions in a generation.

A tour of the long narrow room of the ground floor of the National Portrait Gallery will reveal three items of interest concerning the great soldier of his day. The marble bust of the Duke sculptured by J. Francis is hardly an object for admiration, and his fine old aquiline nose and features generally are shown to greater advantage in the charming portrait a few steps away, painted in the forties by Count D'Orsay, an artist high in Wellington's favour as he "always made him look like a gentleman." The other portrait is an unfinished work by John Jackson, painted in the late twenties, and is a greater delight to the eye than that by the celebrated Spanish master, Goya, which once hung in the British Museum; but it lacks the beauty of expression achieved by Sir Thomas Lawrence, whose well-known half-length portrait is certainly one of the best ever painted of Wellington. The National Portrait Gallery have also the water colour of the Duke by Juan

Bauzil, the portrait painted in India by Robert Home, a miniature by an artist unknown, who purports to give one an idea of how His Grace appeared at the age of thirty-five years, and two unfinished drawings by Thomas Heaphy, who served with the Army in the Peninsula and on his return from the wars painted a large portrait composition of "The Duke of Wellington and his Staff."

The despatches of Wellington are regarded by historians and tacticians as his greatest monument and the Wallace Collection in Manchester Square possesses a very fine full-length picture by Andrew Morton of His Grace relating details connected with his famous Waterloo despatch to his secretary, Colonel Gurwood, whose name afterwards figured as the editor of the many volumes that comprise these immortal documents. The beautiful miniature of the Duke by Jean Babiste Isabey, and the copy executed for Louis XVIII are also included in this collection.

In the Strand a brief stay might be made at Wellington Street, where to the audience of the Lyceum Theatre just over thirty years ago the great Henry Irving played with such success the role of a Waterloo veteran fighting his battles over again. This "straggler of '15" was a creation of Conan Doyle's and is worthy of mention in that it was a very faithful representation of the type of old campaigner to be met with during the years that followed the famous victory, whilst the oft repeated remark on the part of this old soldier "It wouldn't ha' done for the Dook; the Dook would ha' had a word to say over that!" is in itself a testimony to a characteristic of Wellington's that needs no further explanation.

At the junction of Wellington Street and the Strand stands a public house known as "The Wellington," one of the many such similar establishments which still flaunt the names of notabilities of the past. Both in and out of London will be found these quaint survivals of that patriotic era when inn-keepers were wont to remind their thirsty customers of the identity of their deliverer from the yoke of Bonaparte. Many

have adopted the more dignified title of "Duke of Wellington," whilst occasionally one may come across the less favoured designation of "Lord Wellington," the title that Sir Arthur Wellesley received after Talavera.

Waterloo Bridge with the busy railway station and the cheerless road which bear that same soul-inspiring name are objects hardly deserving of the wanderer's contemplation. That which was once described as "the noblest bridge in the world" was opened in the presence of the Duke on the second anniversary of Waterloo, but since the first stone was laid four years prior to the great battle, its claim as a war memorial is rather remote. The portion of Somerset House occupied by King's College justifies mention though, as Wellington's name once appeared on the board of Governors. Both the Duke and Lord Winchelsea were subscribers towards the building of this college in the late twenties, and the story is well known of how the latter, a foremost champion of Protestantism, withdrew his name and in a letter to the press attacked the private character of the former, resulting in the bloodless duel in Battersea Fields, now the park of that locality.

A subject that merits attention is Wellington's autograph, an item, needless to say, much sought after in the sale rooms. In the small but select collection of manuscripts which comprise the museum of the Public Record Office in Chancery Lane is a volume containing the historic despatch describing the Battle of Waterloo, addressed to Earl Bathurst and signed by Wellington on the day following the victory. His autograph note on the cavalry at Waterloo written on the morning of the battle, his correspondence with Lord Hill during and after the Peninsular campaign and many other letters have since found their way into the British Museum. The signature of the Duke is one of the many interesting souvenirs in the Museum on Waterloo battlefield, once kept by the celebrated Sergeant-Major Cotton after his retirement from the Seventh Hussars, the regiment of the Marquis of Anglesey's choice.

The fine monument in the Guildhall to Wellington, executed in the fateful year of '57, by John Bell, stands in one of the

compartments of the Great Hall and portrays him in a military cloak, bareheaded and holding his Field-Marshal's baton. The figure of Peace on the right of the statue looks up gratefully, and War, seated on the left, leans on a sheathed sword resting from his labours. In this stately old City building is also Turnerelli's bust of the Duke and the latter's letter to the Lord Mayor in 1811, expressing thanks for the congratulations of the Common Council.

Wellington's chief association with the City of London lies with his appointment, in 1826, as Constable of the Tower. One of his first acts in this capacity was to enlist the services of Sir Samuel Meyrick, the great authority on arms and armour, for the purpose of a thorough rearrangement of the armouries, which at that time were in a very sad state. The posts of officers and warders too had been filled by unsuitable candidates, and henceforth the Duke reserved such billets for pensioners of the Service. Needless to add, it was the new Constable who appointed his old comrade in arms, Colonel Gurwood, to the Lieutenancy of the Tower. Exhibited in the Record Room of the White Tower is the coat worn by Wellington as Constable and also John Bell's model of an equestrian statue proposed to be erected to his memory, whilst the barracks in the precincts are named after his greatest battle.

In the late thirties the Duke was elected a Master of Trinity House, and in the headquarters of these pilotage brethren in Trinity Square on Tower Hill is the portrait painted of him by John Lucas. The various boroughs within the vicinity of the Tower recall the fact that this soldier of many roles once took up the appointment of Lord Lieutenant of the Tower Hamlets.

After a life of endless activity and crowned with the laurels of brilliant fame, the Duke of Wellington passed away at Walmer Castle on 14th September, 1852, in the eighty-fourth year of his age. Disraeli spoke of him in the House as "the greatest man of a great nation—a general who had fought fifteen pitched battles, captured three thousand cannon from

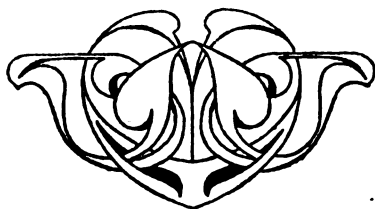
the enemy and never lost a single gun," whilst the eulogy paid to his prowess by the Reverend George R. Gleig, the Chaplain General, will surely rank as one of the finest epitaphs ever pronounced of Britain's greatest soldier. "He was the grandest, because the truest man, whom modern times have produced. He was the wisest and most loyal subject that ever served and supported the English throne."

The funeral procession of Wellington through the crowded streets of London is quite a page in Britain's history, and its very impressiveness must have told on the feelings of those privileged to pay the last respects. Austria was the only European power not represented at the interment, and even France did not forget to send her Ambassador. The bodies of kings and emperors have been followed to the grave with far less pomp and ceremony than that accorded to the remains of the great Duke on that solemn journey to St. Paul's. The cortege passing Apsley House was the subject of a painting by Louis Haghe. Standing outside the great Cathedral one can almost picture the scene—lines of serried troops slowly marching with arms reversed, the roll of the muffled drums, the awe-inspiring strains of the Dead March and the twelve ton funeral car made from the cannon captured by Wellington in his various campaigns. This car, decorated by trophies and heraldic devices, now reposes in the crypt of St. Paul's. The gorgeous monument, unfinished by Alfred Stevens at his death, and afterwards completed by John Tweed, stands in a pillar between the Nave and the Aisle of the Cathedral.

Once described as "probably the finest plastic work of modern times," this noble structure takes the form of a recumbent figure of the Duke sleeping on a lofty bronze sarcophagus; tall pillars support a richly carved canopy on the sides of which are bronze groups of "Virtue keeping Vice beneath its feet" and "Truth plucking out the tongue of Calumny"; the whole is surmounted by a small equestrian statue of Wellington; and around the base appear the names of his many brilliant victories. Few would dispute its claim as a masterpiece of

sculpture and it is a fitting monument to one who never outlived his reputation.

Not far from where Picton rests and near the bones of Wolseley, Roberts and Wilson, lies all that now remains of Britain's greatest warrior, the soldier whose name was once a household word and whose wondrous deeds rang in the ears of every man. Patriots should pause in that hallowed sanctuary beneath Wren's dome, for on the nation's roll of fame there is one name that seems to stand out alone in a blaze of imperishable glory, a name that will go down to posterity, that of Arthur, Duke of Wellington.



THE CAVALRY JOURNAL—No. 61.



GRIEF AT A GRID

## *THE PESHAWAR VALE HUNT, 1870-1926*

By MAJOR H. A. B. JOHNSON, 8th K.G.O. Light Cavalry, I.A.

THE country has long been acknowledged as about the best for real hunting in India, and long before the P.V.H. existed, most regiments taking their turn of Peshawar considered that they had a sufficiently powerful inducement to establish regimental hunts. Captain Markham, R.H.A., in the year 1868, got together a level, well-ordered pack of twenty-six couple, and gave brilliant sport till 1870.

The sport they showed was of so grand an order that when Captain Markham and his troop left Peshawar, the garrison bought the pack and the P.V.H. was established on the 28th January, 1870.

The first meet took place on 31st January, Lieutenant Ben Roberts, R.H.A., taking over the horn from Captain Markham.

The hunt has now been continuous for fifty-five seasons, except during the Afghan War of 1877-79, which stopped all possibility of hunting for some time.

The hounds were advertised for sale, when the Reverend J. W. Adams, V.C., and Lieutenant E. Alsopp, R.A. (orderly officer to Colonel Evans, commanding R.A. at Sherpur), made arrangements to purchase the pack. On arrival at Kabul they were made into an R.A. drag pack. They suffered terribly from the march through the Khyber, but care and attention brought them round. Good kennels were built in the village of Bemam, and they began work. The opening meet was at a village three miles from Kabul, on the Kohistan road. They continued to run till the news arrived of the disaster at Maiwand, when the subscribers were scattered in all directions. Two only remained, and they had their orders for the historic march to Kandahar. At last, on 3rd August, with great reluctance,

it was decided it would be better to shoot the hounds than to let them fall into unworthy hands. The kennel huntsman had started with a carbine on this woeful errand, when a note arrived to say that some of the R.H.A. men leaving for India would take them, and the pack was saved.

Hunting proceeded normally in Peshawar until 1888, when the kennels were sadly depleted by dumb rabies, but a hound fund was raised and thereby new blood was added from England to complete the pack.

From this date until the outbreak of the Great War in 1914, the hunt has remained admirably supported, and has given unfailing good sport.

#### *General Description of Hunt and Country.*

The Peshawar Valley after a wet autumn is well saturated with moisture for the whole of the cold weather. This rain, with the extensive irrigation carried on by the cultivators, renders the soil quite prepared to carry scent. Regiments change every two or three years in Peshawar, hence the Peshawar Vale Hounds see many Masters.

The kennels at Peshawar were built in 1895, and would do credit to any country in the world. The former buildings were in a most ruinous condition, and quite unfit to keep hounds in. The sporting garrison responded generously to the appeal of the Master, Captain Nugent, D.S.O., King's Royal Rifles. Subscriptions poured in as fast as they could be written down, and consequently hounds are now in kennels worthy of the Hunt. Owing to extensive irrigation, water canals constitute the chief form of "lep." Sometimes they are, however, arranged close together, and a "gridiron" is the result. It requires a clever animal to negotiate some of these jumps, and a country-bred is usually the best at it, having followed the dam over such jumps from infancy; but on the other hand, the pace of hounds and staying qualities required, make an Australian or Arab more suitable, so we have animals of every breed and description.

During the last War, the P.V.H. carried on successfully in spite of difficulties, the chief of which was the impossibility of getting fresh blood sent out from England. However, thanks to judicious breeding in the kennels the requisite number of hounds was maintained, though country-bred hounds are seldom, if ever, as good as those imported from the United Kingdom.

After the War, many friends and well-wishers of the P.V.H. helped to provide new drafts for the kennels. At home, too, many hunts deserve great thanks for similar help.

The following is an account of a good run in 1897, taken from the hunt records :—

“1897 *Meet*.

“Meet at Kazana Police Station, about eight miles from Peshawar, at 8 a.m. ; field of forty. The sugar crops near the road looked just large enough to hold a jack, although they have been rapidly cut lately ; however, all the crops we drew showed blank, so we went on to Kinkola, and there we found more than we wanted, three soon being afoot. After ringing the covert a large dog jack was unfortunately chopped ; at the same time another jack was viewed away from covert, going towards Cocked Hat Wood. Taking hounds off, and not wishing to break up the first jack, we galloped to the wood, and hounds dashed through covert and out the other side with their jack viewed away by Captain Taite, first whip, going away in the direction of Dahman Hindki. He then turned toward Mohamedzai, crossing over both the roads from Chubba, and passing along part of last year's point-to-point course, then away left-handed straight for the *jhel* (swamp) near Boodni village. During the whole of the run hounds were going with tremendous dash, carrying a splendid head for the first part ; the pace was a cracker, with plenty of jumping of rather a superior character, and there was more than the usual amount of grief, in which, unfortunately, one lady was included. The going was a little heavy in places, and altogether the run was a good performance for ponies in at the death.

“At the *jhel* near Boodni the first serious check occurred, and whilst we were making a forward cast the shouts of several Pathans were heard from a distance, off to the right, and it was ascertained that they were running our hunted jack on foot. Hounds were lifted in that direction, and, after about another quarter of a mile, ran into him. They richly deserved their kill, and broke him up in great style. It was nearly a straight run, with a point of about seven miles.

“Another good run was from Daodzai. There was frost on the ground when we met at 8 a.m. A field of fifty-two put in an appearance, including nineteen officers of the Buffs. Ground rather heavy after rain, but everything promising well for scent. We took hounds over the bridge of boats, and went to Dub; we drew several nice sugar crops blank, then found in a small one, and jack quickly broke covert, heading first for Buda Killa, about a mile distant; but leaving that village on the left, and Karekhi village on the right, he crossed the Charsudda road leaving Goolbela on the left, and afterwards Mushai on the right, till he was hung up in a large sugar crop. Up to now we had gone about a five-mile point. The jack, after making several attempts to break covert, being headed by villagers, at last managed to escape and made for the covert of Sheik Killi, hounds hunting him to view across the open. He again circled covert for a few minutes, then stole away unobserved and effected a good start. However, hounds settled down again on his line, and hunted him at a rare pace on to Mundona, where they killed him in a large sugar crop.

“The latter part of the run was a grand performance for hounds, led by Fragrant and Warrior, for a high wind was blowing, carrying the scent yards away from the line of the jack. The jack was a game old dog, very tough. At Daodzai the whole hunt were most hospitably entertained at breakfast, by Kalik Khan of Gulbeyla, who came out hunting with us, and we killed on his ground; he is a very good friend to the Peshawar Vale Hunt. And so ended a good morning's sport.

“H. HATHAWAY, *Master, Peshawar Vale Hunt.*

“*Peshawar, April 4, 1897.*”

The sport of to-day is as good as ever it was. It is evidenced by the doings of the hunt on the 27th of December, 1925.

The entry in the hunt record book runs as follows.

*“December, 1925.*

“Chaba Cross-Roads on the 27th gave the field of sixty that turned out the best day’s sport of the season so far. A whip hallooed a jack away by Choh village. Scent proved very bad to the Chaba drain, but on crossing it hounds went like swallows over the grass country beyond. Running past Saidabad, the pack was brought to a check on dry plough. The Master recovered the line forward to the right and away they went as merrily as before. With another slight check, they reached the railway, and turning left, they ran the line of the railway to Nasurpur Station, from where they bore slightly left. The jack was viewed well ahead and full of going. However, the pack went as they have never gone before, and closing up with their quarry with every stride rolled him over beyond Lala village with every hound up. The fastest thirty-five minutes for many a day. Only a few of the field were up to see the finish.

“On drawing a cover near by a jack was eventually found in a spinney on the Bara river hard by Kandi. Taking the line of the river, he ran to the Chamkanai road, where hounds threw up. A wide cast over the main road and railway righted things, and hounds ran, with a failing scent, to an extensive cane field near Kamboth, crossing the canal. The jack evidently having had enough of it, declined to run further, and was killed in cover. A good hunt, not as fast as the first, but full of good hound work.

*“ (sd.) A. R. WALLIS, Capt. I.A.S.C.”*

## REGIMENTAL ITEMS OF INTEREST

*The Queen's Bays, Sialkot, India*

## MUSKETRY

The Regiment has gained the following successes in the A.R.A. Competitions, 1925 :

- (a) *The Queen Victoria Trophy (In India)*. Regimental and Battalion Rifle, Light Automatic, Machine Gun and Revolver Grand Aggregate Championship. (Open to Cavalry Regiments and Infantry Battalions.) Number of entries : 22.
  - 1st. The Queen's Bays.
  - 2nd. 2nd Seaforth Highlanders.
- (b) *The King George Cup (Abroad)*, for teams of 8 Officers. (Open to Cavalry Regiments, Infantry Battalions and "Battalions.") Number of entries : 48.
  - 1st. The Queen's Bays.
  - 2nd. 2nd Seaforth Highlanders.
- (c) *The Royal Irish Cup (Abroad)*, for teams of 8 Sergeants. (Open to Cavalry Regiments, Infantry Battalions and "Battalions.") Number of entries : 55.
  - 1st. The Queen's Bays.
  - 2nd. 1st East Yorkshire Regiment.
- (d) *The Squadron Shield (Abroad)*, for teams of 16 per Squadron, with Rifle and Hotchkiss. (Open to Squadrons of Regiments of Cavalry.) Number of entries : 30.
  - 1st. "B" Squadron, The Queen's Bays.
  - 2nd. "C" Squadron, The Queen's Bays.
- (e) *The Eastern Command Cup (Abroad)*. Hotchkiss Rifle pair match. (Open to pairs of individuals belonging to Cavalry Regiments.) Number of entries : 28.
  - Class A. (Officers, W.O's. and N.C.O's. above rank of Corporal.)
    - 1st. "B" Squadron, The Queen's Bays.
    - 2nd. "A" Squadron, 11th Hussars.
    - 3rd. "A" Squadron, The Queen's Bays.
  - Class B. (N.C.O's. below rank of Sergeant, and Troopers.)
    - 1st. "B" Squadron, The Queen's Bays.
    - 2nd. "B" Squadron, 15th/19th Hussars.
    - 3rd. "B" Squadron, The Queen's Bays.

(f) *The Duke of Connaught Cup (Abroad)*. Revolver Match for teams of 8. (Open to Cavalry Regiments and Infantry Battalions.) Number of entries : 48.

\*1st. The Queen's Bays.

2nd. The Royal Scots Greys.

\*Winners for the fourth year in succession.

(g) *The Revolver Cup (Abroad)*. Individual Revolver Match. (Open to any officer or soldier.) Number of entries : 158.

\*1st. Lieutenant G. Smith, M.B.E., D.C.M., The Queen's Bays.

2nd. S.Q.M.S. F. Bishop, The Royal Scots Greys.

3rd. S.Q.M.S. T. Wyatt, The Queen's Bays.

4th. Lieutenant R. Hodgson, The Queen's Bays.

5th. F.Q.M.S. H. Fletcher, The Queen's Bays.

6th. R.Q.M.S. R. Gamble, The Queen's Bays.

\*Winner for fifth year in succession.

### In the A.R.A. (India) Competitions :

*The Nanpara Cavalry Cup*. (Hotchkiss Gun.) (Open to British Cavalry Regiments in India.)

1st. The Queen's Bays.

2nd. The Queen's Bays.

### POLO

The Regimental team was beaten by 3 goals to 2 in the Semi-final of the Indian Inter-Regimental by the Central India Horse.

In the Sialkot Open Tournament, 1926, the regiment entered five teams ; in addition, three other officers of the regiment played in the Tournament, making a total of 23 officers.

### *9th Queen's Royal Lancers, Abbassia, Egypt*

### POLO

The following team represented the regiment in the Inter-Regimental Tournament, beginning 1st March :

No. 1. Lieut. Hon. D. C. F. Erskine.

No. 2. Captain C. H. M. Peto.

No. 3. Captain L. H. H. Harris.

Back. Major G. F. Reynolds, M.C.

In the first ties, the above team beat the R.H.A. by 12 goals to 3, but were beaten in the Final by the 15th/19th Hussars by 9 goals to 5.

## BOXING

The Regimental Boxing team fought the 5th Pack Battery in the Team Boxing Championships and lost by one point.

## ATHLETICS

Bandsman King won the Gezira Sporting Cup for the 11,000 metres cross country run in February, and the Abbassia Garrison Cross Country Run on the 24th March.

He ran third in the International Cross Country Race held at Alexandria on Saturday, 28th March.

*10th Royal Hussars, Aldershot*

The regiment won the Cavalry Football Cup for the fourth time in succession. This achievement equals any former record in this competition.

*11th Hussars, Shorncliffe*

The regiment arrived at Shorncliffe from India on 19th January.

The Regimental Race was held at the East Kent Point-to-Point Meeting at Smeeth on 5th April. There were eighteen runners and the result was as follows :

Captain J. M. Blakiston	Houston's Jane	Owner	1
Mr. D. J. H. Allenby's	The Turk	Owner	2
Captain J. F. B. Combe's	Scotch Mist	Owner	3

The Subalterns Race was held at the Mid-Kent Stag Hounds Point-to-Point Meeting at Sutton Valence on 17th April. There were twelve starters, the result being as follows :

Mr. D. J. H. Allenby's	The Turk	Owner	1
Mr. P. Payne Gallwey's	Golden Moth	Owner	2
Mr. D. Forster's	Dusky Lady	Owner	3

The regiment have started Polo at Folkestone, where there is a very good ground, which has been made by the Folkestone Corporation.

*Bihar Light Horse, I.A., Mozffarpore, India*

The regiment proceeded into camp for annual training on 13th January and broke up on 19th January.

In the short period available valuable work was performed both on the training ground and sports ground.

The winners of the Competitions were as follows :

Lloyd-Lindsay	"B" Troop.
Sword Assault Course	"A" Troop.
Sword Assault Course, Best Individual	Captain A. L. Danby.
Section Tent-Pegging	"B" Troop.
Light Gun Competition	Purneah L. M. P.
Individual Jumping	Trooper L. W. Macdonald, "D" Troop.
Individual Sword Tent-Pegging	Trooper L. W. Macdonald, "D" Troop.
Best Turned-out Section	"A" Troop.
Officers' Sword, Lance and Revolver	Captain A. L. Danby.

General Sir George Barrow, K.C.B., K.C.M.G., A.D.C., G.O.C.-in-Chief, Eastern Command, inspected the regiment during the camp and was much impressed by the keenness shown by all ranks, especially the older members, several of whom have more than thirty years service in the corps and in one case : No. 182 Trooper G. H. Dalrymple-Hay, 42 years.

*15th Lancers, I.A., Sialkot, India.*

Colonel E. L. Popham, D.S.O., retired as from 1st December, 1925.

Colonel A. E. S. Scott has been appointed Commandant *vice* Colonel Popham.

The regimental polo team won both the Indian Cavalry and Inter-Regimental Polo Tournaments this year.

*18th K.E.O. Cavalry, I.A., Quetta, India*

Lieut.-Colonel P. N. Craigie has vacated the appointment of Commandant on retirement and Lieut.-Colonel B. N. Abbay has been appointed Commandant from 15th March, 1926.

Risaldar Major Anti Ram was granted the rank of Hon. Lieutenant from 26th December, 1925.

The following successes were obtained by the regiment at the Imperial Delhi Horse Show.

Coach-horn Blowing Competition	1st, Trumpet-Major Mohd Zahid. 2nd, Trumpeter Chandgi Ram.
Pony Jumping	2nd and 3rd.
Four-in-Hands	2nd and 4th.
Four-in-Hands Driving	4th.

The regiment also entered a team for the Karachi Polo Tournament which they won.

*19th K.G.O. Lancers, I.A., Loralai, India*

At a mess meeting held at Loralai on 29th April, 1926, in the Officers' Mess, 19th K.G.O. Lancers, a vote of thanks was passed to the Chairman and the Committee of the CAVALRY JOURNAL for their kind thought in prompting the very generous gift of a photograph of the etching of the regiment at the Battle of Sinho, 12th August, 1860.

*The Natal Carbineers, Dundee, Natal, S.A.*

A Regimental Gymkhana was held in Maritzburg on 27th February, 1926 (Relief Day) Ladysmith. Over 1,500 people were present, the Mess being at Home to friends. The racing, six events, was good and the skill at arms and other military events was exceedingly well done, the horses being a fine collection and the competitors of first class quality.

The qualifying rounds took place on the Friday, as there were as many as 43 entries for the Individual Tent Pegging; even for the Combined event there were 30.

The band gave a Dance in the Town Hall to the regiment on the Friday night; on the Saturday, serving officers and ex-officers were entertained to a Relief Dinner at the Victoria Club by the latter; about twenty-two officers sat down. After dinner they adjourned to the Horse Shoe Hotel to a smoking concert given by N.C.O's., the band being in attendance.

## *NOTES*

### REGIMENTAL ALLIANCES

HIS Majesty the King has been graciously pleased to approve of the following alliances :

#### AUSTRALIAN MILITARY FORCES

2nd Light Horse Regiment to the 4th Queen's Own Hussars.  
12th Light Horse Regiment to the Royal Scots Greys (2nd Dragoons).

#### UNION OF SOUTH AFRICA ACTIVE CITIZEN FORCE

The 5th Mounted Rifles (Imperial Light Horse) to the 4th Queen's Own Hussars.

### HOME MAGAZINES

The Editor acknowledges with thanks the receipt of the following journals :

TITLE	DATE
<i>Faugh a Ballagh (R. Irish Fus. Regimental Journal)</i>	April, 1926.
<i>Artists' Rifles Journal</i> -   -   -   -   -	April, 1926.
<i>The Ypres Times</i> -   -   -   -   -	April, 1926.
<i>Journal of the R.A.M.C.</i> -   -   -   -	April, May and June, 1926.
<i>Royal Tank Corps Journal</i> -   -   -   -	April, May and June, 1926.
<i>The White Lancer</i> -   -   -   -   -	April, 1926.
<i>The Veterinary Journal</i> -   -   -   -   -	May and June, 1926.
<i>The Wasp</i> -   -   -   -   -   -	April, 1926.

## EX-CAVALRYMEN'S ASSOCIATION

135, Regency Street, London, S.W. 1

The distribution by Regiments of men registered is as follows :

<i>Regiment.</i>	<i>Total Number Regis- tered.</i>	<i>Number in Employ- ment.</i>	<i>Struck off Register for various reasons, i.e., refusing employment, failing to reply when com- municated with, etc., etc.</i>	<i>Still available for Employ- ment.</i>
The Life Guards	9	5	3	1
Royal Horse Guards	22	19	1	2
1st King's Dragoon Guards	19	13	2	4
The Queen's Bays	32	14	4	14*
3rd/6th Dragoon Guards	47	33	4	10
4th/7th Dragoon Guards	55	33	3	19
1st The Royal Dragoons	27	18	2	7
The Royal Scots Greys	31	23	4	4
3rd Hussars	73	45	8	20
4th Hussars	66	41	13	12†
5th/6th Dragoons	50	26	5	19
7th Hussars	60	34	14	12
8th Hussars	70	38	15	17
9th Lancers	44	32	7	5
10th Hussars	22	18	3	1
11th Hussars	76	42	7	27‡
12th Lancers	32	15	8	9
13th/18th Hussars	44	29	5	10
14th/20th Hussars	35	20	6	9
15th/19th Hussars	37	19	14	4
16th/5th Lancers	131	72	19	40¶
17th/21st Lancers	56	29	6	21
Totals	1,038	618	153	267

\* 8 of these men are living in North of England and Ireland.

† 3 of these men are between the ages of 53 and 63.

‡ 3 of these men are between the ages of 54 and 59.

¶ 1 man not discharged till October, 1926.

With reference to the above figures it should be noted that :

- (1) Out of the 267 men marked as still available, about 100 have only registered their names within the last two to four weeks, a few being still on furlough pending discharge. The Association endeavours (in so far as is possible with the requirements of employers) to place men in work in their turn.
- (2) No man is put definitely " off the register " without at least two chances of some sort of employment—or without twice being communicated with.

- (3) There are always two categories of men more difficult to place than others, viz. :
- (a) Those living a long way away—in Scotland, North and South of England and Ireland ;
  - (b) Men over a certain age.
- For the *former*, if single men, certain arrangements have been made which enable them, should they so desire, to avail themselves of lodgings in London at very cheap rates, when there is considered to be a reasonable chance of work being found in or near London.
- (4) In some cases good men have had two or even three consecutive jobs given them. (This applies to stablemen and men of the building and other seasonal trades). In other cases men have possibly found their own employment and then been found work by the Association, or vice versa.

During the Strike a number of ex-Cavalrymen volunteered and did excellent work, with food supplies, as special constables, etc., etc., and a fair percentage have got permanent employment on the strength of this.

Officers, representatives of Old Comrades Associations and others interested, are invited to call in person at the office any morning (except Saturday) in case there are any details affecting men of their own regiments (where and how they are employed, etc.), about which they might like to be informed.

A small amount of advertising in *The Field*, *Daily Telegraph*, etc., has been found useful, and if cavalry officers will do all they can to recommend the Association to their friends having vacancies for *out-door* employment, it will be a great help.

The Association is much indebted to the Cavalry Benefit Society and to many of the Regimental Associations for their assistance, as well as to many business firms and London clubs for their patronage. It is also grateful to the Guards Employment Society for giving it opportunities for placing men, when they were unable to fill the vacancy in question themselves.

#### SUPPLEMENTARY RESERVE PRECEDENCE

The King's Regulations have been amended by the provision that the Supplementary Reserve in matters of precedence will rank as part of the Territorial Army and its units as junior to Territorial Army units of the same arm or branch of the

Service. An officer of the Regular Army Reserve of Officers or of the Supplementary Reserve of Officers, on being employed on Army service and appointed to a regiment or corps, will be placed at the bottom of his rank in the regiment or corps to which he is appointed. He will be designated and distinguished as a "Reserve Officer" or a "Supplementary Reserve Officer," as the case may be. Such officers, together with those called up for staff or extra-regimental employment, will take precedence amongst themselves according to the date of their Army seniority.

#### PORTRAIT OF LIEUT.-COLONEL JOHN MURRAY

We have received the following in amplification of the short note which appeared in the July number on the subject of the Frontispiece to that number :

John Murray first appears as a boy living in the house of Sir Henry Sinclair at Longformacus, near Dunse, Berwickshire, in about 1762. His relations were said to reside north of the Firth of Forth. He told one of his school fellows that he intended to try his fortune in the East Indies. After his death it was found that he had left £100 to be distributed to the poor of this parish.

About 1772 or 1773 he went to the east as an officer in H.M. Navy. About this time the Tanjore country was conquered and was assigned to the Nawaub of the Carnatic, who was allowed by the Company to raise a considerable force of all arms to defend his new territory. This necessitated more officers, so Murray and several other young men in various situations on the coast obtained commissions in the Nawaub's service. Murray appears to have joined the cavalry.

For the next eight years the strength of the Nawaub's cavalry varied from three to seven regiments, which were in a more or less chronic state of mutiny on account of being always in arrears of pay. A body of them served under Sir Hector Munro at the siege of Pondicherry. In 1780 the four regiments were temporarily taken into the pay of the Company. Portions served to the Southward, under Colonels Brath-wiat, Nixon, Lang and Fullarton, in 1781-2-3-4, and also took part in the action before Cuddalore in June, 1783.

In 1784, Colonel Lang reported very favourably on the services of the cavalry in the field.

Murray must have been present in all or most of the above services. He next appears in April, 1784, as Captain-Lieutenant commanding the 4th Regiment of Nawaub's cavalry at Arcot. They were just about to be taken in to the Company's service when three of them

mutinied owing to being in arrears of pay. The second regiment, under Captain Stevenson, alone remained faithful and was taken in to the Company's service and numbered the 1st.

After this Murray took leave and on return in 1789 or 1790 he was posted to the 4th Native Cavalry stationed at Arcot. By this time he had married a Miss Ann Chase.

In May, 1790, he took the field with his regiment in the Cavalry Brigade commanded by Colonel Floyd, and served the rest of the year in the Mysore War. In January, 1791, he was appointed to command the 1st Native Cavalry, also in Floyd's Brigade, and was present with this corps at the charge of the brigade at the Battle of Bangalore on 6th March of that year. About June his regiment was withdrawn to Arcot and peace was declared the next year.

From now onwards Murray was in command of his regiment at Arcot until November, 1798, when an army was collected for the last Mysore War. All the cavalry was again brigaded under Colonel Floyd of the 19th Light Dragoons, and Murray took his regiment on service, and was present at the charge of three regiments at Malavelly on 27th March, 1799.

Shortly after this his health gave way and he was sent back to the coast to recuperate. But his constitution was worn out by his exertions and long residence in the tropics and he died at Alitoor, Salem District, on his way down, on 6th May, and lies buried there.

#### OBLIGATIONS OF ARMY OFFICERS ATTENDING COURSES OF INSTRUCTION

An Army Order states that officers taking the course for Royal Engineers at Cambridge University, the Staff College course, and the course for Royal Army Ordnance Corps officers, will be required to sign an honourable undertaking to continue to serve in the Army after completion of the course, for a minimum period of five years. In the case of officers taking the course at the London School of Economics, the period is three years.

The fact that an officer has signed such an undertaking will not preclude the Army Council from releasing him from his obligation should the circumstances justify his release ; but an officer who receives permission to resign his commission before the expiration of the period for which he undertakes to continue to serve after completion of a course will be required to join the Regular Army Reserve of Officers.

Officers who take the Electrical and Mechanical course for R.E. officers ; the course on Civil Railways for R.E. officers ; the course for R. Corps of Signals officers at Cambridge University ; the course for R.A.S.C. (Mech. Trans.) officers at civilian works ; and the Language course for officers in China and Japan, will not be required to sign an undertaking to continue to serve after completion of a course. The sanction of the Army Council will not be given, however, to their retiring with less than fifteen years' service.

The provisions of this Army Order will not apply to officers who have already undergone any of the above courses or who have already begun one of these courses at the date of this Army Order. Such officers will continue to be bound by the conditions existing at the date on which they began the course.

#### EMPIRE COMMUNITY SETTLEMENT

Applications are now being invited from those wishing to join the first Empire Community Settlement in South Africa.

The E.C.S. Committee is a voluntary body, and has no financial interests in the work it has undertaken. Its sole aim is to organise a system of migration, without financial risk, for those who desire to settle overseas, but who have no resources other than fixed assured incomes ranging from £250 a year upwards. In this category are the majority of retired officers and officials of H.M. Services and members of the professions, on whom the burden of post-war prices and taxation has fallen heavily. To no other class should the genial life of the Dominions make a stronger appeal, while for their children there would be greater scope than in this over-populated country.

The principal deterrents to migration are (1) lack of capital ; (2) lack of knowledge of conditions overseas ; and (3) the serious consequences of failure. The E.C.S. is designed to make the first unnecessary, to enable the second to be gained by personal experience, and to minimise the risk of the third.

The E.C.S. is not an agricultural scheme, but it should benefit those who are thinking of farming.

The method proposed by the E.C.S. Committee falls into two distinct phases :

The first phase (not to exceed five years) will be spent in a residential country club on a leasehold basis, during which time newcomers may acclimatise themselves to fresh conditions. The residential country club will accommodate fifty families and will comprise :

A club house for meals and indoor recreations.

Bungalows.

Gardens and grounds, with outdoor recreations.

One small irrigated allotment for each family, with the services of a qualified instructor.

All domestic and maintenance services.

Residents to pay a fixed sum per annum, covering rent, food, subscriptions and all other services.

The second phase provides for permanent settlement on a freehold basis. Near the country club, building sites ranging from a half to four acres will be reserved. Each family will be given an option to buy a site and to have a house built thereon. The cost will be stated in the option, which will provide for payment over a period of years. The option may be exercised (a) at the end of the five years' period in the country club, or (b) at an earlier date, providing the vacancy in the country club can be filled by the committee. There is no obligation on settlers to take up the option.

Financially, each settlement must be self-supporting. The land, buildings and services will be provided for and financed by approved parties in the country concerned. A fair return on the capital expenditure involved must be assured, to be derived from the payments of residents in the club.

Before asking settlement facilities in the Dominions, the E.C.S. Committee had to assure itself that there was a demand for such settlement, and if the Home Government would approve and support an attempt to further its own policy,

viz., the better distribution of the white population of the Empire.

The Government agreed to make a £ for £ grant to the committee to assist it in carrying out its investigations. By the aid of various Government Departments and through other channels, the committee's proposals were made known. The result showed that there was an urgent need for such a system of migration.

The committee then despatched the Vice-chairman, Lady Bourne, and Rear-Admiral R. N. Lawson, to South Africa. The Prime Ministers of the Union Government and of Southern Rhodesia, Provincial Administrators and others of sound judgment warmly approved the committee's programme. This approval was backed by provisional offers from various municipalities, with estimates, for the provision of the land, buildings and maintenance services, etc., required. The committee is now satisfied that a settlement can be established in South Africa which will provide the facilities outlined at a price well within the means of those for whom E.C.S. was designed. Furthermore, it is assured that such immigration will be welcomed by the Government and the community of South Africa.

The Vice-chairman has returned to South Africa, authorised to select the most suitable site and to negotiate an agreement for the construction and maintenance of the first Community Settlement.

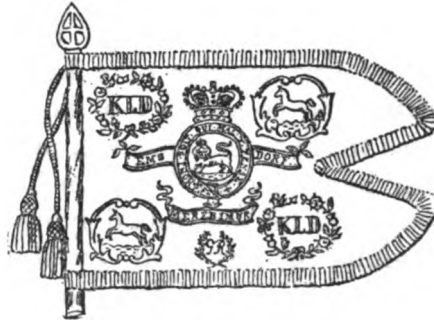
But before entering into any binding contracts, the committee must be assured that it will be able to maintain the necessary organisation in London. The Government states that it is unable to make any permanent grant for this purpose, on the ground that E.C.S. is designed for a special class; a class which we venture to think has been second to none in the services it has rendered to the nation.

The E.C.S. Committee is convinced that although a part of the above sum can be obtained from E.C. settlers, it will be necessary to raise a further £1,500 per annum for three years.

If that amount is not forthcoming quickly the scheme must be abandoned.

The E.C.S. Committee feels, however, that an enterprise of such promise will surely not be allowed to fail for the lack of such an insignificant sum. It appeals earnestly to public-minded men and women to help in the achievement of its aim.

The address of the E.C.S. Committee is 39, Bedford Square, London, W.C. 1. Telephone : Museum 9774.



*DOMINION AND FOREIGN MAGAZINES*

THE editor of the United States "Cavalry Journal" is a good mixer, that is to say, the interest of the April number is extraordinarily varied. There are serious articles on Dismounted Combat, the Battle of Lawrow (26th-27th October, 1914) and a Visit to Saumur (of great interest); there are some verses, *Ye Ballade of ye Anciente Cosmoline* (*i.e.*, Coast Artilleryman), and there is a really delightful article called *An Historic Jag*. This is an account of a Court Martial on Brigadier-General Thomas Coulter, held in 1815. The author (Lieut.-Colonel W. A. Graham) writes of General Coulter, "the military life of this warrior of a bygone day was one continuous, beautiful, purple sunset: a fanatic devotee of the Demon Rum, he was the hardest, sincerest, most earnest drinker of whom the Army has a record." Often he could not stand without assistance, once he was found lying in a wagon rut, anon he would tumble in the mud, or stagger for support against posts. These idiosyncrasies he attributed to an obstinate dysentery. All this, of course, was in the "olden time, long, long ago," to be exact, as Colonel Graham puts it, 104 B.V. And if you do not know what B.V. stands for, when next you take a drink, provided, of course, that it is not non-alcoholic, if you think of these letters their meaning will, no doubt, occur to you. This is one of the most entertaining military articles I have read for a long time.

The "Revue de Cavalerie" for March-April contains three articles on Reconnaissance, one being a tactical exercise and another being an account of a spirited encounter between six hussars of the 7e Hussards and twenty Uhlans on 5th September, 1914, at the village of Vaucourtois, on which occasion the sabre

proved mightier than the lance. It is interesting to note that before starting on this reconnaissance, enquiry was made, whether any Germans were about, of some English officers who replied pleasantly *Les Allemands sont encore au diable*. There is a brief history of a dashing cavalry exploit in Syria in the winter of 1925, when the 6e Spahis, who had just arrived from the Riff operations, set free the little garrison beleaguered at Rachaya. On reading it, one cannot but repeat the words of the relieved garrison "*Bravo, les Spahis!*" There is a comparison between the French and German cavalry from the point of view of *matériel*, and another article by M. Louis Mercier on the Arab horse, written with the learning and at the same time lightness which distinguishes all this author's essays. One rather gathers from the account of the "Concours Hippique" in New York last November, that the victory of the French team astonished and mortified the spectators. This article has an interesting note on the horses of "Old Kaintuck," always famous for its horses, where, according to the Cinema, the winner of an important race is crowned with garlands. This pleasant custom might, with advantage, be introduced over here: if it did nothing else it would probably cause some of the melodious and generous "Six to Four the Field" gentlemen in Tattersall's to drop dead with astonishment. The May-June number has some very interesting notes made at the time by Captain de Cossé-Brisac on The Race to the Sea in the autumn of 1914. This has a pleasant anecdote. "Passing a column we shouted out 'What regiment?'" A voice boomed back through the dark, "*Nous sommes les terribles taureaux.*" There is also a spirited account of L'Affaire du Pavé, 20th September, 1914, in which some French Dragoons captured a number of enemy motor-cars most of them filled with *linge de femme, tabac, manteaux de cuir, boîtes de cigares* and other interesting souvenirs. Colonel Audibert contributes another of his lively articles, this time one entitled *Suppression de la Cavalerie?* which, I think, very effectually suppresses those who dare to ask so monstrous a question.

"La Guerra y su Preparacion" for February begins with an account of the Siege of Callao in 1825, and in the "Information from Abroad" section there is a description of the Italian Manœuvres in the Canevese region; this also contains a translation of the Italian Rules for Umpires at Manœuvres. An article on the Organisation of the German Army is continued, as is another on Naval Bases. This last is concluded in the March number, which contains a useful article by General Avilés on Military Transport, more particularly by rail. There is also the first part of an article on Military Organisation, dealing chiefly with the French Army. The writer alludes casually to the League of Nations as Utopian. But as a matter of fact, in Utopia the inhabitants "accustomed themselves daily to military exercises," which is good, and "had no lawyers among them," which is perhaps better. But alas! Utopia also had an infamous rule, "no woman is allowed to use paint," so the less said about it as an Ideal State the better. The "Information from Abroad" is, as usual, very valuable. The April number has a good article on Colonial Literature. The writer quotes a saying of a historian: "If there had been no Spain four hundred years ago there would have been no United States": to which one might add the reflection that if there had been no United States there would have been no Spanish-American War. I think the best thing in this number is a print of the Battle of Gravelines, 1558, which appears from this plate to have been a delightfully trim and orderly battle.

The "Alere Flammam" for February begins with a thoughtful article, Reflections on the Development of Will-Power. The author, Professor Vidari, points out the value of personal dignity but explains that pride (sinful pride) has nothing to do with dignity, but is merely a parody of it. He tells us what an important part faith played in building up the characters of many great men, from "C. Colombo to Guglielmo Gladstone." Regarding the former, I read recently that he set out to discover Japan and discovered, owing, I

suppose, to taking some wrong turning and faith, America instead. Some bigoted fanatics, perhaps, may think this was a pity. Regarding the Grand Old Guglielmo no doubt it was faith that everything would end well that made him leave Gordon in, it is not too much to say, the lurch, at Khartoum—the darkest page in military and naval history since Byng was shot *pour encourager les autres*. Colonel Rosmini writes on the Italian doctrine of logistics, a word invented, I think, by Jomini to cover movements and quarterings and now dis-interred. Major Reisoli begins an essay on Julius Cæsar and the Unchanging Principles of Warfare, and reminds us that Cæsar was not only a very great soldier, but also like many other great (and less great) soldiers, *amato dalle donne*. This is continued in the March number. This number contains also a most interesting article on War Debts, how they were contracted and consolidated, and how they will be paid. There are in this some interesting details about the cost of wars, from 1688 onwards, and there is a table setting out what Great Britain will receive annually up to 1987, which (with faith) almost tempts me to take to smoking, if not Corona-Coronas, at all events *Flor de cabbaggio* cigars instead of shag. Another article deals with the education of N.C.O's. and men. The April number has a thoughtful article on colonies and colonisation. The author, Captain Serra Fabrizio, says that not the least important thing about colonies is that they foster responsibility and develop personality in those who sojourn in them. Which is perfectly true, for the “great, open spaces” the world over tend to produce those strong characters generally known as “he-men.” There is also a long review of the fourth volume of the Memoirs of the Austrian Field Marshal Conrad von Hötendorf, and the lively article on Julius Cæsar is continued. There is another colonial article in the May issue dealing with the partition of Africa, with a map and useful graphs.

The “Cooperazione delle Armi” for February has two artillery articles, one tactical exercise, an article on air-fighting and one on gymnastics. These are continued in the March

number, which also contains two articles on tactics and one on machine guns. There is also an interesting account, to be continued, of the work of the Italian Engineers during the Great War, and a number of reviews of recent French and German books on military subjects. The April number has two articles on armoured cars and an interesting essay on Cavalry Co-operation. Its author, Colonel Aymonino, points out that mountain warfare is not the only warfare in which the Italian army should be interested, there are other fields in which in the future cavalry may distinguish itself as much as it has done in the past.

The Austrian "Militärwissenschaftliche und Technische Mitteilungen" for January-February, 1926, has three articles on the European War, of which the most interesting for English readers is The First Tank Battle: Cambrai, 20th/23rd November, 1917. The author, Capt. Fritz Heigl, has, as it were, taken the tank to his bosom, and is the leading writer, on the Continent, on this subject. Another good article is that by Lieut.-Colonel K. Ruggera, which deals with the moral and physical qualities which a general should possess. This periodical is an official publication, being edited in the Austrian War Office.

The "Schweizerische Monatschrift für Offiziere aller Waffen," Part 5, 1926, contains another part of Colonel Lebaud's *Mes impressions de guerre*. As usual, this is delightful reading. He has little or no respect for authority. He is particularly severe on an appointment, which he says existed at the G.Q.G. entitled *Le gardien du moral de l'armée*. This "gardien" used to publish in the "Bulletin des Armées" pronouncements which our Colonel calls *balivernes*, a word which I think one can translate by an English word also beginning with "b"—I mean, of course, *bunk*. On one occasion Colonel Lebaud was rung up in the middle of the night to submit names for the Russian Order of St. Stanislas. He submitted the first names that came into his mind, the list being headed by Sergeant G., *parcequ'il dirigeait la chorale régimentaire*. Later on he was

told, with some acerbity, that he had not given the Christian names. This was too much, and he writes *je baptisai moi-même tous les candidats de prénoms de mon invention*. He has a very lively pen. He quotes a military saying that "you should never execute an order too soon, because it is sure to be countermanded." And he also expresses a hope (I think with his tongue in his cheek) that some statistician will reckon up the number of hectolitres of wine drunk during the European War.

The "Revue Militaire Techécoslovaque," Nos. 1-4, 1926, though it has its table of contents obligingly printed in French, is, naturally, in Czech. It contains articles on Lodz, 1914, the condition of the Austrian Army at the end of the War, Captive Balloons, Field Cookery, and a monthly section dealing with progress in foreign armies.

The "Outpost" (the Official Organ of the Permanent and Auxiliary Forces of S. Rhodesia) for February, 1926, has a continuation of the valuable article by H. Marshall Hole on the Mashonaland Rebellion in 1897. There is also an instalment of a story "The Carnation Club" (perhaps a descendant of the *Gardenia* which some of us may remember in the "naughty 'nineties"). The chief characters are a knight, a peer, a "beautiful but mysterious girl" and a "coarse-looking Jewish bookmaker." With such *dramatis personæ* it cannot fail to be exciting. I have an uneasy presentiment that the bookmaker will turn out to be a bad man. "The horse is a noble animal," but, as a rule, this cannot be said of those who lay the odds against him.

The three most interesting articles in the "Journal of the United Service Institution of India" for April are, I think, those on the Manchurian Battlefields by General Sir G. de S. Barrow, the Battle of Kut-el-Amara by Major-General Sir W. D. Bird, and the Value of a Study of Campaigns prior to the Great War by Captain R. G. Williams. General Bird has an excellent passage which I hope will make some people hop. He alludes, not more caustically than they deserve, to those writers who (seated in comfortable arm-chairs) indulge in "scathing

generalizations about fumbling campaigns of the past." Captain Williams's contribution is, in effect, a reply, and a smashing reply, to an anonymous article on the Practical Value of Military History which appeared in an English military periodical in October, 1924. I remember this article well, with its painfully flippant and laboured allusions to such honoured names as Major-General Stanley, Captain Attaboy and the Duke of Plaza Toro. Let the anonymous writer of it emerge from the fetid mud in which, ostrich-like, he has hidden his obscure and unknown head and let him take up Captain Williams's challenge. Meanwhile, let me assure him, if he happens to read these lines, that his literary jacket has been well dusted by Captain Williams. Another excellent article is that (a continuation) by Colonel G. C. Sturrock on the Objects of the Master-General of Supply Branch. This instalment contains a valuable table showing the production of S.A.A. in India from 1901-1924. Mention should also be made of The Physical and Climatic Difficulties of the Mesopotamian Theatre of War by Colonel W. F. Blaker. This brings vividly before one the unpleasant nature of Iraq which, as Colonel Blaker reminds us, an Arabic proverb places as Iraq First, Hell a bad Second. (I might perhaps add, in a phrase familiar, no doubt, to readers of the CAVALRY JOURNAL, "won pulling-up by 10 lengths.")

The "Canadian Defence Quarterly" for April begins with a biographical sketch (with portrait) of Lieut.-General Sir Percy Lake, in which special stress is laid upon his work as C.G.S. in India. Colonel A. T. Hunter contributes an article, "If only we had read the Prophet Clausewitz!" Perhaps the reason we didn't is that he is so very long-winded. There is a very interesting article on Conditions in the Far East at the End of 1925. One learns from it that Chang-Tso-Lin started life as a swineherd, and rose by degrees to be railway porter, bandit chief and General. I cannot think of any similar case of such accelerated promotion, certainly not in the British Army, though I think in many armies Financial Authorities have (only in the past, of course) occasionally regarded Generals as

bandits. Nor can I think of any British General who, like Feng, "baptised his men by companies." Major-General J. H. MacBrien, writing upon the role of the engineer, says that the Royal Engineers have a longer continuous history than any other branch of the Army, and claims that they date back to Waldivus, Chief Engineer to William the Conqueror. A long pedigree, but I believe gunners in the old Austrian Army claimed some connection with St. Barbara, who was martyred in 235. The article entitled Notes on the Early History of the Pacific Station is full of curious, forgotten information. And there is a delightful account of An Eastern Séance by Lieut.-Colonel C. L. Flick. An Indian juggler having, as is the pleasant habit of Indian jugglers, brought about the total disappearance of a human being, was greeted by his audience of British soldiers with loud cries of "Where did that one go?" Altogether an excellent number.

F. J. H.



*RECENT PUBLICATIONS.*

"The Yeomanry Cavalry of Worcestershire, 1914-1922."

By "C." Mark & Moody, Stourbridge.

THIS is the record of the doings of the Queen's Own Worcestershire Hussars at Gallipoli and in Palestine. It is very good reading and is written in the right yeoman spirit. One is told, for example, of "Chatby," a filly foal born at Chatby Camp. "Orders had been received that any foal born was at once to be killed, but that particular order was rightly disregarded. It was foolish to expect a Yeoman or an Australian or a New Zealander to cut the throat of a filly foal; they would much prefer to cut the throat of the Director of Remounts or whoever it was who gave the order." The yeoman spirit also comes out when a stretch of country in the Promised Land is delightfully described as "very good to ride over." There is a very significant passage on the attitude of the German officers to the Turkish rank and file. The former throughout the campaign lived in luxury, the latter had been indifferently fed and poorly clothed. The result was that when the Regiment had to guard some 4,000 prisoners, one of its duties was "to prevent one lot from murdering the other." There is a vivid account of the horrible discomforts, the heat, and choking air-currents of the Jordan Valley; and there is one episode, in the Dardanelles, which I cannot refrain from quoting in full, as it conveys a great lesson. "About this time (28th August) a large packet of maps was delivered at Brigade Headquarters: this was most satisfactory as the maps of the Suvla Bay area in use up to now were very scarce in quantity and left much to be desired in quality. However, when the packet was opened it was found to contain maps of

the Cromer, Sheringham and Kings Lynn Districts where the Regiment had been stationed in 1914." I imagine that there has been no such surprise at the opening of anything since the historic occasion when an amazed monarch was suddenly confronted with, in lieu of pigeon-pie, four-and-twenty singing blackbirds.

I do not know who "C." is, but he is to be congratulated on a book which is not only a valuable regimental record but is also written in a delightfully urbane, polished and humorous manner.

F. J. H.

"Elementary Tactics or the Art of War, British School."

By Major R. P. Pakenham-Walsh, M.C., Royal Engineers.  
Sifton Praed. 10s. 6d.

THIS Book should prove of the greatest value to all Officers as it contains in practical form the collected teaching of the various text books.

In many instances most excellent diagrams are introduced which give at a glance a complete picture of such complicated matters as the normal system of Evacuation of Wounded in the Field.

The principles of War and the characteristics of the various arms are first dealt with. The different forms of tactical operations are then considered and finally eight good schemes are given which should provide more than a sufficient basis for a whole season's training.

Two clear maps and an index complete a most useful publication.

R. H. O. H.

"The Essex Yeomanry." Containing also a short account of military activity in the county during the Napoleonic War. By J. W. Burrows. J. H. Burrows & Son, Southend-on-Sea. 5s.

MR. BURROWS divides his book into two parts: the latter telling the story of the Essex Yeomanry from the Ypres Salient

to Villers-Bretonneux is, of course, of more immediate interest, but the earlier part is full of curious and out-of-the-way information. It is pleasant to read of the eating and drinking of these bygone days. "Brave men lived before [and after] Agamemnon" and I think we should include amongst them the three stalwarts who at Harwich in 1796 "drank 57 quarts of 'upright' (a quart of beer with a quarter of gin in it) in the space of six and a half hours. On taking leave of each other one of them declared he was thirsty and drank another pint before he left." Lady Dacre who entertained the Yeomanry at Aveley in 1799 on "a very fat buck" wrote to a friend "excepting your brother there was not a sober man of the party." These were brave days. Oxen were roasted whole, gallons of beer distributed to the populace, innumerable toasts given, and Essex "told the world" that "Great Britain has the best laws, the best King and the best religion in the world," and I think it might have added "produces the best 'upright.'"

Essex men should be, and no doubt are, proud of being descended from such robust and patriotic forbears. There are some very interesting pages devoted to the precautions taken against invasion: these include a contemporary map of Primary Signalling Stations in the county, and a detailed account of the "System organized for Removal of People and Stock" from the coast inland. Essex men are evidently bad to beat. In 1828 when the Regiment was disbanded, Mr. Allen, the Adjutant, entered on a lively argument with the War Office with respect to deficiencies in arms and equipment which he maintained until 1831, when he brought it to a triumphant issue. And in 1925 the Essex Territorial Association succeeded, with the kindly help of Sir Laming Worthington-Evans, in obtaining certain Battle Honours which had been withheld but which the gallantry of the Yeomen had fully earned. Not the least delightful part of this delightful book is to be found in the portraits of some of the soldiers and sailors of the "upright" era.

F. J. H.

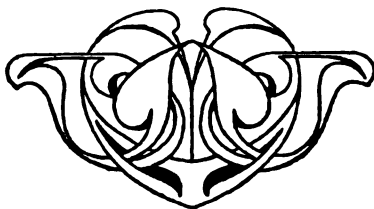
“Sympathetic Training of Horse and Man.” By Major T. S. Paterson, M.C., 19th Lancers, Indian Army. Witherby. 12s. 6d.

THIS handbook on present day training in equitation deals particularly with balance, collection, manners, jumping, the aids, locomotion, riding over jumps and biting. Several of the chapters are contributed by officers who are experts in that particular subject, while the whole is well put together by the late equitation instructor of the Indian Equitation School, Saugor. He excludes from his book anything which is not practical and urges his readers to “be patient—expect little—and progress very gradually.”

He has some interesting remarks to make on the vexed question of what should be the rider's rôle throughout the mounted jumping of the young horse. He divides opinions into two classes: (1) Those who consider that the trainer should act a very big rôle in his attempt to “present” the horse correctly at the fence; (2) Those who consider that the horse should be allowed within reason to do the job on his own, the rider interfering as little as possible. The former method he recommends to the very exceptionally gifted horseman among whom he names two Commanding Officers of Cavalry Regiments, while the latter method he recommends to “the rest of us” in which category he modestly includes himself.

The book is nicely illustrated and contains training programmes for man and horse and an index.

R. H. O. H.



*SPORTING NOTES.*

## THE CLASSICS

LORD DERBY'S Colorado, a brown colt by Phalaris—Canyon, won the Two Thousand Guineas by 5 lengths from Coronach and Apple Sammy. On the strength of his two-year old form, and an easy victory at Newmarket at the previous meeting, Coronach was made a strong favourite and started at 5 to 4.

Colorado's form was more difficult to sum up. He started his two-year old career by winning a race at Manchester, and followed this up by an easy victory in the Coventry Stakes at Ascot. After this he lost his form.

This year he had won a race at Liverpool in the style of a really good horse, but had discounted his prospects by being badly beaten in a trial later.

In the early stages of the race Embargo, Jessel, Apple Sammy, Harpagon, Happy Recruit and Gay Lothario were all prominent. Neither Coronach nor Colorado were favoured by the start, but the speed of the former soon enabled him to take a good place. At the bushes he strode into the lead followed by Apple Sammy, with Harpagon and Finglas going well on the stand side.

Just when it seemed that the favourite had established a safe position, Colorado dashed up to him and drawing away at every stride won by 5 lengths.

The winner started at 100 to 8.

The form in the Coventry Stakes with Apple Sammy was almost exactly reproduced.

In the Free Handicap for two-year olds the weights were: Coronach 9 stone, Apple Sammy 8 stone 10 pounds and Colorado 8 stone 6 pounds.

## THE ONE THOUSAND GUINEAS

The form of three-year old fillies in the first half of the season is notoriously uncertain, but at the same time it is seldom that the One Thousand Guineas is won by anything but a good filly. Pillion, on her two-year old form had strong claims to be considered. In the Chevely Park Stakes at Newmarket in October last, Pillion, carrying 9 stone 3 pounds, finished second, beaten by a length, to Karra, 8 stone 7 pounds, with Trilogry, 8 stone 7 pounds, three lengths away.

Others that finished behind her, and subsequently ran in the One Thousand Guineas were Gay Bird, Damozel, Sonatina, Belle-Soeur and Darya Mahal. In August at Nottingham she won from a field of eighteen. It is difficult to

see, therefore, why Karra should have started at 100 to 30, Trilogy at 8 to 1, and the winner at 25 to 1.

The start was an excellent one. At the end of two furlongs Pillion was in front with Dorina, Moti Mahal, Doushka, Witful, Piazzetta, Kate Coventry and Karra all well placed.

At the bushes Pillion held a clear lead with Kate Coventry, Witful, Foliation and Doushka prominent. Trilogy then began to draw up but the leader held her own to win by a length.

The winner is a bay filly by Chaucer—Double Back. She is owned by Mr. A. de Rothschild and trained by J. Watson at Newmarket. Perryman was the successful jockey.

### THE DERBY

Lord Woolavington's Coronach, trained by F. Darling at Beckhampton, and ridden by J. Childs, won the Derby by 5 lengths from Lancegaye and Colorado.

On the strength of his easy victory in the Two Thousand Guineas, Colorado was made a good favourite at 2 to 1; Lancegaye starting at 40 to 1; and Coronach at 11 to 2. One of the best backed horses in the race was Swift and Sure. A fortnight previous to the race he stood at 25 to 1, but Taylor had worked marvels with him and, after winning the Chester Vase, he had improved daily. On the day of the race he was a good second favourite at 9 to 2.

However there seems to be no end to Lord Astor's bad luck in the Derby.

Swift and Sure drew No. 1, which on account of the peculiar pocket about two furlongs from the start, is probably the most awkward in the draw. As soon as the tapes went up Coronach, drawn in the centre of the course, took a favourable position.

Coming down the hill Harpagon and Apple Sammy were prominent, but shortly afterwards gave way to Colorado and Swift and Sure, Simon the Beggar, Cimiez and Lancegaye were also well placed. Three furlongs from home Coronach was in front of Colorado with Swift and Sure going easily and well on the outside. At this point a dog ran out on to the course. He missed Coronach and Colorado but ran into Swift and Sure, completely unbalancing him and destroying his chance. Even if he had not won he would have been a serious danger to the winner. From this point Coronach was never threatened, and won by 5 lengths from Lancegaye, who stayed on well and passed the rapidly tiring Colorado close to home. Swift and Sure was fourth.

The prominent position of Lancegaye was the surprise of the race. As a two year old he ran once unplaced. This year he ran in the Column Produce Stakes at Newmarket, when in receipt of 15 pounds he finished 3 lengths behind Coronach.

The winner is a chestnut colt by Hurry On—Wet Kiss and is therefore a half brother to Captain Cuttle.

Lord Woolavington was fortunate to secure the services of Childs. The colt is a very hard puller and undoubtedly awkward to ride. Probably no jockey in England could have kept him balanced as Childs did. His great strength and beautiful hands were exactly what was needed for a colt of such peculiar temperament.

#### THE DERBY STAKES

Of 100 sovs. each, with 3,000 sovs. added ; breeder of winner to receive 500 sovs., owner of second 400 sovs., and third 200 sovs. out of the stakes. About one mile and a half.

CORONACH, ch c, by Hurry On—Wet Kiss (Lord Woolavington), 9 st.	J. Childs	1
LANCEGAYE, b c, by Swynford—Flying Spear (Mr. W. M. G. Singer), 9 st.	R. Perryman	2
COLORADO, br c, by Phalaris—Canyon (Lord Derby), 9 st.	T. Weston	3
Apple Samray (Mr. J. P. Hornung), 9 st.	H. Jelliss	0
Bassoon (Mrs. S. Whitburn), 9 st.	E. Quirke	0
Cimiez (The Aga Khan), 9 st.	C. Smirke	0
Comedy King (Mr. F. Curzon), 9 st.	F. Dempsey	0
Finglas (M. E. de St. Alary), 9 st.	G. Archibald	0
Harpagon (Sir G. Bullough), 9 st.	C. Elliott	0
Le Gros (Mr. W. T. Blenkiron), 9 st.	J. Kirby	0
Lex (Sir A. Bailey), 9 st.	M. Beary	0
Macanudo (Mr. F. Gretton), 9 st.	F. Lane	0
Pantera (Mr. S. B. Joel), 9 st.	H. Wragg	0
Review Order (Lord Barnby), 9 st.	H. Beasley	0
St. Mary's Kirk (Sir H. Meux), 9 st.	A. Burns	0
Simon the Beggar (Mr. H. Shaw), 9 st.	J. Leach	0
Swift and Sure (Lord Astor), 9 st.	R. Jones	0
Tenacity (Lord Glanely), 9 st.	J. Thwaites	0
War Mist (Mr. A. K. Macomber), 9 st.	A. Esling	0

Winner trained by F. Darling at Beckhampton.

Betting.—2 to 1 agst. Colorado, 9 to 2 Swift and Sure, 11 to 2 Coronach, 100 to 12 Lex, 100 to 8 Finglas, 20 to 1 Apple Sammy, 33 to 1 each Review Order and Cimiez, 40 to 1 each Lancegaye, Tenacity and Harpagon, 50 to 1 Comedy King, 66 to 1 agst. each the others.

Place Betting.—5 to 4 agst. Swift and Sure, 7 to 4 Lex, 3 to 1 Finglas ; others in proportion.

Won by five lengths ; a short head separated second and third. Swift and Sure was fourth and Apple Sammy last.

#### THE OAKS

Lord Astor received compensation for his exasperating luck in the Derby when Short Story raced home four lengths in front of Resplendent, with his other runner, Gay Bird, third.

This is the fourth occasion on which Lord Astor has won the fillies race, his other winners being Sunny Jane, Pogrom and Saucy Sue. There were sixteen runners. Short Story was favourite at 5 to 1, Pillion, Trilogy and Bongrace were each quoted at 11 to 2, and Gay Bird, Part Worn and Citronade at 100 to 8.

Short Story carried her owners' first colours. It is generally understood that there is little to choose between the two fillies at home, but whereas Short Story in her two appearances last year won the British Dominion Stakes at Sandown and finished second to Legionnaire at Newmarket in September, Gay Bird ran four times without success, and is probably unreliable on a race course. She ran like it on this occasion. Slowly away, she was last until nearing the mile post when she put in a burst of speed which carried her clean through her field, so that she turned into the straight actually in front.

At the top of the hill Pillion was in front, followed by Trilogy, Part Worn, Melo, Glasheen and Bongrace. At this point Short Story was about tenth, but coming down the hill began to improve her position, and gradually working her way to the front won comfortably by four lengths.

Trilogy, when going well, was knocked on to the rails and her chance destroyed.

Short Story is a bay filly by Buchan—Long Suit, and is of course trained by Alec Taylor.

In dealing with the meeting some reference must be made to the smashing performance of Solario in the Coronation Cup, which he won by fifteen lengths from Zambo and Warminster. He was a good horse last year. Somewhat unlucky in the Derby he showed his real form at Ascot and Doncaster, and now appears to have developed into a champion.

#### RACING IN INDIA

The racing season commenced on the 28th November. In all there were twenty days racing, the season finishing on 27th March. Fifteen hundred and fifty-two horses competed in 151 events for stakes amounting to Rs.1,022,500.

Runners were numerous in all the events except those of the highest class, in which Orange William dominated the situation so completely that his rivals were not prepared to measure swords with him. Orange William is indeed a wonderful horse. His performances were described in the last issue of the JOURNAL, but it may be added that he has won in stakes this year Rs.82,050. During his career he has won nearly Rs.500,000.

In the jumping races, Lansinfired won the chief event, the Indian Grand National, ridden most efficiently by Capt. Newill of the Poona Horse, Tycoon being second and Silence, belonging to Mr. I. R. G. Karslake and ridden by Mr. Leetham of the 11th Hussars, third. This last mentioned horse is worthy of a few remarks. He was originally brought from Australia in 1922 and was sold for the small sum of Rs.1,300 to Mr. Bolton. His owner having won

Rs.25,000 with him passed him on to Mr. Karslake. This year he ran in four steeplechases, falling once and being third in the other three. The place money amounted to Rs.5,000, a testimony to the generosity of the Stewards of the R.C.T.C. in this respect.

It is very pleasing to see the increased popularity of hurdle racing and steeplechasing in Calcutta, the chief obstacle being the lack of jockeys. This is largely owing to the fact that most of the big firms will not allow their assistants to ride over fences.

The Griffins, a special class described on a previous issue, have proved themselves as a rule superior to the fourth class horses running in the cold weather.

Mr. "Eve" headed the list of winning owners, and Higgins was the most successful trainer with 29 wins.

#### POLO NOTES

Owing to wet weather the London Season has not started well. The Strike did not make much difference because in any case the grounds were too wet to play on.

At the time of writing we have, however, had opportunity to see all the principal teams engaged this season. The three strongest are El Gordo, Harlequins and Hurricanes. The former is composed of the Duke of Penaranda, the Marquis de Villabragima and Messrs. Traill and Lacy. Both the latter have handicaps of ten, and are, of course, two of the best players in the world. This gives the team a total of thirty-two, which they should be well worth as soon as they have got their ponies fit, and have settled down in their team play.

For the Hurricanes, Sanford and Roark combine very well, and Sanford appears to be an improved player.

The Harlequins team comprise one of the McCreery Brothers, H. East—an American player who seems very accurate and well worth his handicap of eight—Commander Wise and Lord Wodehouse, who are both in good form this year.

The La Pampa team from the Argentine total twenty-five handicap, and is an interesting team but not quite first-class, their handicaps varying from six to eight. Senor Andrada and J. Nelson are very fine players and well worth a journey to watch.

There are six other teams who will be seen playing in most of the open events, namely, Templeton, Scopwick, Hardwick, the Optimists, Eastcott and Whatcombe, but none of these can expect to get beyond the first round unless they are drawn against one another.

By starting early and having their ponies fit, Whatcombe have already had more polo than anyone else, and have won the Buenos Aires Cup.

The 17th/21st Lancers regimental team appears to be better than ever, and has the right composition of three young players captained by an old hand—Major Lockett—who appears to be full of confidence in himself and his team, and is playing in his best form.

This team is obviously under-handicapped and won the Whitney Cup easily. Their team play is, however, at the date of writing, better than that of any London teams, and Walford has improved considerably on his last year's form. Their ponies are well-trained and of the right quality.

Of newcomers to London Polo, in addition to the La Pampa team from the Argentine, we have a few from the East. Of these, Taylor of the Indian Cavalry will not be seen much and, owing to the difficulty of ponies, can hardly be worth his Indian handicap in England.

Captain Harris of the 9th Lancers has, unfortunately, met with an accident. Mr. Palmer of the same regiment shapes well, as of course do the brothers Leaf. The inference is that the Egyptian handicaps are perhaps lighter than the Indian ones. I am told, however, that the Egyptian grounds are over-played and bumpy, whereas the Indian grounds are generally hard and fast; consequently, it is probable that Egyptian players will show better form on English grounds than Indian players usually show.

There are twelve entries for the Subalterns' Cup at Ranelagh, and we shall hope to see some good galloping in this tournament. This year only the finals and semi-finals will be played in London, the earlier ties being played in the districts, as in the regimental tournament. It is hoped that this will prove an economy to regiments and individuals.

The interest in both this and the inter-regimental tournament is lessened by the fact that no regiment, excepting the 17th/21st Lancers, has yet been able to regain its pre-war form.

We have not seen the 11th Hussars, recently returned from India, but there is nothing to indicate that any team they may produce will be more than useful.

A correspondent has kindly sent us the following notes:—

#### 17TH/21ST LANCERS *v.* HARLEQUINS

Played at Ranelagh on 27th May. The game was good and fast throughout, and it was evident that Major Vivian Lockett was thoroughly enjoying his game with his three young brother officers. He played a wonderful game from start to finish. Of the younger ones, Walford played extremely well. He was exceedingly well mounted and was getting a real good length on his ball. The losers never got going together. It is always easy to criticize but it struck one that Back and Three were too often studying defence with only one member of the opposing team between them, which gave the Lancers a spare man to assist in the attack, an advantage that Vivian Lockett was not losing.

The 17th/21st started six goals up on the handicap and finished comfortable winners by the same margin.

As they subsequently won the final against the Hurricanes the level of Army polo this year must be distinctly high.

#### POINTS ABOUT THE INTER-REGIMENTAL

It would not appear to be difficult to find the winners of this years' Inter-Regimental with the 17th/21st Lancers still at home. It is probable that this regiment could enter two teams, either of which would be capable of winning it.

It is a great pleasure to see Colonel Melville and Major Vivian Lockett again at the top of their form, which from all accounts they certainly are this season. Of the younger ones Walford has distinct promise of developing into a future International player.

I hear the 10th Hussars are greatly strengthened by Captain Gardiner, who has recently joined them from the R.H.A., and are playing well together.

The Royals are also stated to be playing well together. With Billie Miles in charge they can be relied on to put up a good game.

Going South to Tidworth, the 16th/5th are reported to have a good team, but will no doubt be a little handicapped with ponies.

The 14th/20th are, I should say, the second best team amongst the soldiers in England to-day, and when they meet the 17th/21st will give them a good game.

The 7th Hussars are hardly likely to put a very strong team into the field, owing to the difficulties of practice during the last few years at Edinburgh.

The 8th Hussars are playing hard up at York, but at the moment are short of any outstanding player.

We hear the 3rd/6th Dragoon Guards are going strong at Colchester.

The 11th Hussars, just home from India, have several good players, but they are rather scattered about England, and with the difficulty of picking up first-class ponies in one season, it is not likely that they will show their best form this year.

The King's Dragoon Guards are keeping the game going under great difficulties as their new station, Wiesbaden, does not boast of a polo ground.

The 12th Lancers sold all their good ponies last year and have lost the services of Captain de Pret.

The Artillery should be in a position to put a very strong team in the field. It will be very interesting to see how they get on.

Another interesting item of news is that the R.H.A. at Aldershot are entering a team and we wish them the best of luck. It is a great pity that some of the infantry battalions do not enter.

#### POLO IN INDIA

##### *The Inter-Regimental*

The Inter-Regimental Polo Tournament was played at Meerut during the first week in March.

Ten teams entered.

The 11th P.A.V.O. Cavalry had won the tournament for the last two years, but in the Semi-final of the Indian Cavalry Tournament were beaten by the C.I.H. who were themselves beaten by the 15th Lancers.

This form worked out correctly, as the 15th Lancers beat the 11th, and in the Final defeated the C.I.H. by 8 goals to 3.

## FIRST ROUND

<i>C.I.H.</i>	beat	<i>5th Probyn's Horse.</i>
Captain M. Cox.		Captain J. Campbell.
Captain R. George.		Captain J. W. Davidson.
Captain B. G. Dalrymple Hay.		Major H. Macdonald.
Captain A. G. S. Alexander.		Lieut.-Colonel R. H. Anderson.
5 goals.		2 goals.
<i>15th Lancers</i>	beat	<i>11th P.A.V.O. Cavalry</i>
Captain S. H. Persse.		Captain P. R. Tatham.
Captain C. E. Pert.		Captain G. Carr-White.
Major E. G. Atkinson.		Captain J. P. Dening.
Captain A. L. B. Anderson.		Lieut.-Colonel J. C. R. Gannon.
6 goals.		5 goals.
<i>Queen's Bays</i>	beat	<i>Royal Scots Greys</i>
Mr. G. W. C. Draffen.		Major G. F. A. Pigot-Moodie.
Mr. A. H. Barclay.		Mr. W. P. Connal.
Captain G. H. Fanshawe.		Mr. H. P. Guinness.
Captain E. D. Fanshawe.		Captain N. D. McCorquodale.
8 goals.		5 goals.
<i>13th Lancers</i>	beat	<i>4th Hussars</i>
Major W. H. G. Baker.		Mr. R. Knight.
Captain R. J. Corner.		Mr. D. G. O'Connell.
Colonel A. Campbell Ross.		Mr. P. W. Dollar.
Major E. J. P. T. Walker.		Mr. J. E. Armstrong.
11 goals.		2 goals.

## SECOND ROUND

<i>C.I.H.</i>	beat	<i>6th D.C.O. Lancers</i>
		Mr. A. G. N. Curtis.
		Major D. Pott.
		Major G. G. E. Wylly.
		Captain R. H. Wordsworth.
11 goals.		5 goals.

## SEMI-FINALS

<i>C.I.H.</i>	beat	<i>Queen's Bays</i>
3 goals.		2 goals.
<i>15th Lancers</i>	beat	<i>13th Lancers</i>
6 goals.		Nil.

## FINAL

<i>15th Lancers</i>	beat	<i>C.I.H.</i>
8 goals.		3 goals.

Previous to the match there had been a good deal of rain and the ground was consequently soft, but this did not affect the game which was fast and interesting throughout.

The first chukker was even. As is often the case in the Final of an important tournament the shooting was somewhat wild. The 15th Lancers then began to settle down and Anderson, Atkinson and Persse each scoring, they led by 3 goals to nil at half-time.

In the next chukker Atkinson again scored, but the C.I.H. then improved and Dalrymple Hay scored. In the fifth chukker the C.I.H. had a bit the best of it and a goal by Cox brought the score to 5—2, but from this point the 15th asserted their superiority and drawing away won easily by 8 goals to 3.

### *The Subalterns' Tournament*

We regret that we are unable to give a satisfactory account of this tournament. Reports from India were very incomplete. The Queen's Bays, who were given as playing in the Final against the 12th Cavalry, were not given in the list of entries, and letters to India received no reply.

The following is the report as received :—

#### FIRST ROUND

<i>5th/6th Dragoons</i>	beat	<i>21st Bde., R.F.A.</i>
Mr. F. P. B. Sangster.		Mr. R. A. Caruth.
Mr. M. P. Ansell.		Mr. H. G. Norbury.
Mr. C. F. Keightley.		Mr. H. C. Elton.
Mr. P. W. R. Kaye.		Mr. W. E. Strickland.
11 goals.		3 goals.
<i>12th Cavalry</i>	beat	<i>20th Lancers</i>
Mr. J. Alford.		Mr. D. C. Voelcker.
Mr. E. St. J. Birnie.		Mr. D. de la G. Mostert.
Mr. H. N. Weber.		Mr. C. Mearns.
Sirdar Antar Singh.		Mr. A. V. Dawson.
8 goals.		2 goals.

#### SECOND ROUND

<i>Royal Scots Greys</i>	beat	<i>6th D.C.O. Lancers</i>
Mr. H. R. Mackeson.		Mr. A. G. N. Curtis.
Mr. W. P. Connal.		Mr. W. K. Bushe.
Mr. H. P. Guinness.		Mr. P. Warren.
Mr. J. Baskervyle-Glegg.		Mr. A. E. C. Poole.
5 goals.		2 goals.
<i>12th Cavalry</i>	beat	<i>5th/6th Dragoons</i>
6 goals.		3 goals.

#### FINAL

<i>12th Cavalry</i>	beat	<i>Queen's Bays</i>
6 goals.		2 goals.

## POLO IN EGYPT

*The Open Cup*

Six teams entered for this tournament which was played at Cairo in February.

The two teams left in the Final were the 15th/19th Hussars and the 9th Lancers, and the result was a win for the former by 7 goals to 2.

They are a strong team and were never extended throughout the tournament, winning their first match against the Travellers by 8—1, and their second against the R.H.A. by 10—3.

The winners were represented by Captain N. W. Leaf, Mr. W. R. N. Hinde, Lieut.-Colonel Hon. J. D. Y. Bingham and Major H. F. Brace.

*The Inter-Regimental*

The Inter-Regimental Tournament commenced on 1st March, the teams entering being the R.H.A., 3rd Hussars, 9th Lancers and 15th/19th Hussars.

The matches were restricted to six chukkers.

*Results.*

9th Lancers beat R.H.A., 9—3.

15th/19th Hussars beat 3rd Hussars, 12—0.

In the Final the 15th/19th Hussars beat the 9th Lancers, 9—5.

The winners played the same team as in the Open Cup with the exception that Mr. Hinde was replaced at No. 2 by Mr. J. G. Leaf. The 9th Lancers were represented by Hon. D. G. Erskine, Captain C. Peto, Major L. Harris and Major G. Reynolds.

That there cannot be much wrong with the handicapping is proved by the fact that in each case the official allowance would have brought the losers within a single goal of the winners.

*The Subalterns' Cup*

This provided another win for the 15th/19th Hussars. Represented by Mr. R. L. Agnew, Mr. W. R. N. Hinde, Mr. J. G. Leaf and Mr. J. Arnott, they defeated the R.H.A. in the Final by 6 goals to 3.

They, however, had hard work in the first round to beat the 9th Lancers, who at one period in the game were leading by 4 goals to 1.

Gradually, however, the 15th/19th began to draw up, and getting level in the last chukker scored the winning goal shortly before time was called.

## EQUITATION SCHOOL, SAUGUR

The annual test for chargers was held during the second week in March.

The first half consisted of two rides of 30 miles each on consecutive days, to be carried out at an average speed of 8 miles an hour, the 60 miles to be completed in 24 hours. On completion of the ride competitors were sent 10 furlongs over the steeplechase course.

The second half was divided into a manege test and jumping. At the end of the manege tests Mr. R. C. Longfield's (R.A.) Tony was leading with 239 marks out of 300. Mr. P. W. Dollar's (4th Hussars) Surprise being a close second with 238 marks.

In the jumping Mr. L. C. Aitkin's (R.A.) Rathore secured 95 marks, and Mr. P. W. Dollar's Surprise 80.

The test was a very severe one. Horses had to pull out sound after their 60 miles' journey, and two refusals over the steeplechase course entailed disqualification.

#### PIGSTICKING

##### *The Kadir Cup*

The Kadir Cup was won by Captain Catto of the 4th Hussars with Jack. The same owner worked his way into the Final with his second string, Army Order. In this heat Army Order was ridden by Captain Scott Cockburn. A big boar was hunted and lost in thick grass. Then as the horses had had a long day and the Muttra Cup had still to be decided, Captain Catto withdrew Army Order and declared Jack the winner.

Sport was good throughout. Pig were plentiful, and though a good many refused to face the open, the programme was carried through well up to time. The end of the first day saw the 4th Hussars leading with seven horses left in, the R.A. with six, the Scots Greys two, the I.C.S. two and the 13th Lancers one.

Eight measurable boar were killed, the biggest measuring 32½ inches.

The second day opened in a somewhat disappointing manner. Pig either refused to break or were lost in the long grass, and at mid-day only two out of the six heats had been decided. In the afternoon sport improved and the programme was carried through without further loss of time. At the end of the day the 4th Hussars had five horses left in and the Scots Greys one. The R.A. were perhaps unlucky to have had all their candidates knocked out, but there is bound to be an element of luck in pigsticking, and the losers were the last to complain. Mr. Price was very unfortunate in losing an old favourite. The horse fell in the fourth heat and fractured the base of his skull.

The Commander-in-Chief was present at the last day of the meeting. The meet was at Miranpur, and the line started by beating out the thick grass which had held so many pig on the first day.

On this occasion, however, the pig refused to break, and the majority of the heats were over ground that made straight runs at full speed impossible. Captain Catto won both his heats. His horses appeared faster than Captain

Scott Cockburn's better-known pair, and his riding throughout the meeting was brilliant.

The 4th Hussars may well look back on the meeting with feelings of pride. They supplied five out of the six semi-finalists, and the winners of both Semi-final heats.

The Hog Hunters' Cup was run over four miles of typical Kadir country and resulted as under :

Lieut.-Colonel C. W. W. McLean's	Flipperty	1
Mr. P. P. Brocklehurst's	Hopeful	2
Mr. R. T. W. Fiennes'	Pretty Lady	3

Won by two lengths.

### *The Muttra Cup*

This was also won by the 4th Hussars. They had a rare tussle with the Muttra Tent Club. At the end of the second day each had killed 3 pig out of 4 runs. Both sides were handicapped. The 4th Hussars lost Captain Catto, who was unable to ride owing to a septic leg, and Muttra finished a man short, as Mr. Parr met with a severe fall and was unable to continue.

In the event the 4th Hussars won with 5 pig in 6 runs. Muttra were second with 4. Other results were :

Royal Scots Greys	6 runs	3 pig.
Meerut Tent Club	6 runs	3 pig.
16th Medium Battery	6 runs	3 pig.
Queen's Bays	5 runs	3 pig.
"C" Battery, R.H.A.	4 runs	2 pig.
"K" Battery, R.H.A.	3 runs	No pig.

An unusual incident occurred after the termination of the meeting. An elephant went musth—killed one man, reduced a motor car to scrap iron, and besieged the Hon. Secretary and others on the roof of the dak bungalow. He was eventually shackled by his mahout who showed great gallantry throughout.

### THE NATIONAL PONY SOCIETY

The Ranelagh Club have kindly placed their grounds at the disposal of the Society for a sale of Polo and other ponies on Thursday, 22nd July.

Ponies will be admitted to Ranelagh on the Tuesday. They can be tried by arrangement on the 4th ground on the Tuesday and Wednesday.

Entries should be sent to the Secretary, National Pony Society, 12, Hanover Square, London, W., and will be accepted up to Monday, 12th July.

On the day of the sale, Members will be admitted free on previous application for a pass. Non-members can obtain vouchers on which 5s. will be charged at the gates.

## LATE NEWS

## TORONTO MILITARY TOURNAMENT

*The Coliseum, Toronto, May 19th to 22nd, 1926*

<i>Patron</i>	His Excellency Lord Byng of Vimy, Governor General.
<i>Honorary President</i>	General Sir W. D. Ottar, K.C.B., C.V.O.
<i>President</i>	Brig.-General A. H. Bell, C.M.G., D.S.O.
<i>Chairman Executive</i>	Major-General F. L. Lessard, C.B.
<i>Secretary</i>	Captain T. A. James, R.C.D.

*Executive*

Major-General F. Lessard, C.B. (Chairman), Major R. R. Carr-Harris (Vice-Chairman), Brig.-General J. A. Gunn, C.M.G., D.S.O., Lieut.-Colonel K. R. Marshall, C.M.G., D.S.O., Lieut.-Colonel C. C. Harbottle, C.M.G., D.S.O., Lieut.-Colonel Walker H. Bell, D.S.O., Lieut.-Colonel W. H. Robinson, O.B.E., Major R. S. Timmis, D.S.O., Captain H. M. Tedman, Lieutenant W. W. Southam.

A Musical Drive was carried out by "B" Battery, R.C.H.A., and a Musical Ride by "B" Squadron, R.C.D., both in review order. The R.M.C. Cadets gave four displays each performance, including vaulting on horseback.

In the Mounted Competitions the results were :

*Officers Jumping (Finals).*—1, Major R. S. Timmis, R.C.D., Bucephalus ; 2, Lieut. O'Connor, G.G.B.G., Limerick ; 3, Lieut. W. G. Chadwick, R.C.D., Gerry ; 4, Lieut.-Colonel K. R. Marshall, 48th Highlanders, Great Heart.

*Officers Pairs.*—1, Major R. S. Timmis, R.C.D., General Toby, Lieut. W. G. Chadwick, R.C.D., Subaltern ; 2, Lieut. O'Connor, Lieut. Elliott Bredin, Gov. Gen. Bodyguard, Can. Militia ; 3, Lieut.-Colonel K. R. Marshall, Lieut. B. King, 48th Highlanders, Can. Militia ; 4, Major W. Rawlinson, M.C., Capt. W. T. Bredin, Gov. Gen. Bodyguard, Can. Militia.

*Dummy Thrusting.*—1, Lieut. G. F. Elliott, R.H.A. ; 2, Lieut. W. G. Chadwick, R.C.D. ; 3, Lieut. E. C. Plow, R.C.H.A. ; 4, Lieut. G. G. Simonds, R.C.H.A.

*Other Ranks (Pairs) Jumping.*—1, S.S.M. Lyne, R.C.A.V.C., and Cpl. Galloway, R.C.D. ; 2, S.S.M. Lyne, R.C.A.V.A., and Cpl. Blake, R.C.D. ; 3, S.M.I. Egglestone, R.C.H.A., and B.S.M. Betts, R.C.H.A. ; 4, Cpl. Galloway, R.C.D., and Tpr. Beatty, R.C.D.

## INTERNATIONAL HORSE SHOW, STRASSBURG

At the French International Horse Show at Strassburg, Sunday, June 13th, 1926, in the Team Jumping, which is run on the same lines as the Prince of Wales's Cup at Olympia, four nations were represented : Great Britain, France, Belgium and Holland.

The final result was :

Great Britain	1st
France	2nd
Holland	3rd
Belgium	4th

Great Britain was represented by : Captain W. H. Muir, M.C., Captain J. P. Moreton, M.C., Lieut. A. J. L. Hopkins, Lieut. J. A. Holmes.

All were from one British Cavalry Regiment stationed at Wiesbaden, B.A.O.R., the King's Dragoon Guards.





By permission of Mrs. Atkinson

MORGAN CHARLES CHASE  
1st Madras Light Cavalry, 1808-1835

# THE CAVALRY JOURNAL

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OCTOBER, 1926

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*MORGAN CHARLES CHASE*

By MAJOR HON. R. A. ADDINGTON, 8th K.G.O.  
Light Cavalry, I.A.

MORGAN CHARLES CHASE was the eldest son of Thomas Chase. The latter was younger brother of Richard Chase, who was taken prisoner at the disastrous battle of Perambakum on 10th September, 1780, where nearly the whole of Colonel Baillie's detachment was either killed or taken prisoner to the number of 86 officers and 3,600 men. Richard Chase was three years a prisoner with Tippoo Sultan.

Morgan Charles Chase was born in 1790, and joined the Madras Cavalry in 1806. He was appointed to the 1st Regiment of Light Cavalry. In 1810 he became Adjutant to the Body-guard.

At this time it was the object of the Government to destroy the influence of the French in Eastern seas. In 1810 a force had been sent to seize the Mauritius and the Isle of Bourbon, and as Java had been taken from the Dutch by the French, it was considered necessary to use the transports employed against Mauritius to carry troops for the conquest of Java.

Chase at once volunteered for service. It so happened at this time that a vacancy occurred in the appointment of Military Secretary to the C.-in-C., Madras, Sir Samuel Auchmuty.

This was usually held by a senior officer, but Chase, though still only a cornet, was specially selected for it on account of his ability and well-known gallantry. Accordingly, therefore, he accompanied his chief when the latter took command of the troops detailed for the expedition.

The practicability of the subjugation of Java was brought to the notice of Lord Minto, the Governor-General, by Mr. Raffles, a member of the Penang Government, who had been appointed the Governor-General's Agent at Malacca. The Bengal troops employed on this expedition sailed from Calcutta in March, and reached Malacca at the end of April, but the Madras troops were delayed by the late arrival of the ships from the Mauritius, and did not reach Malacca till the 1st June, 1811, when the setting in of the south-west monsoon made it impossible to attempt the usual route through the Straits of Banda. However, an alternative route was discovered by which the troops arrived off the north-east coast of Java on the 2nd August.

The French Emperor had sent out General D'Aendels as Governor to prepare the island against any possible attack, and this he certainly did without any regard to private interests. Enormous exactions were made on the inhabitants to raise funds for repairing the forts, and making provision for a vigorous defence. He was then recalled, and General Janssens was appointed Governor. This officer had been Governor of the Cape of Good Hope when it was captured by the English in 1795, and on his departure from France he was told by Napoleon "*Souvenezvous, Monsieur, qu'un General Francais ne se laisse pas prendre une second fois.*" The troops on the island were estimated at 17,000 men, native and European, of whom 13,000 were in the lines of Cornelis.

The English fleet under Admiral Stopford, with 12,000 troops on board, anchored in the Bay of Batavia on the 4th August. A landing was effected twelve miles east of Batavia, and the army advanced unopposed and occupied the town. On the 10th the 1st Division reached Weltevreden, and

occupied the cantonments, the French troops having retired to a strong position a mile off on the road to Cornelis. The main body of the English army now came up and took up its position in the cantonments, having secured free communications with the town and shipping, and a healthy situation for the troops. Preparations were at once made for an attack on Cornelis.

This was a large entrenched camp situated between the rivers, one of which was unfordable. The space between the two rivers was about 600 yards, and was guarded by entrenchments. The works extended over five miles, and were defended by 280 cannon. It was determined to take the place by storm, which duty was entrusted to Colonel Gillespie.

Gillespie decided first to attack a redoubt on the English side of the river, trusting to the other troops to come up as soon as they heard the firing. This redoubt should have been destroyed, but its demolition had been overlooked. The men carried the redoubt and bridge, and also a second redoubt within the lines. The rest of the division coming up seized the third redoubt, but a powder magazine in it exploded, with great loss to both sides. The English force now poured into Cornelis from all quarters.

The enemy's reserve was drawn up in front of the inner fort of Cornelis, but was driven from this position by H.M.'s 59th Regiment, who then captured the fort. The Dragoons and Horse Artillery coming up, Colonel Gillespie placed himself at their head and pursued the fugitives for ten miles, cutting off great numbers and completing the disorganization of the French army; he thus determined the fate of Java. Six thousand prisoners were taken, almost entirely Europeans, including a regiment of Voltigeurs, lately arrived from France. Their loss in killed was very heavy. The English lost 900 men, including eighty-five officers. It was to Gillespie that this success was largely due. The capture of Java left the Eastern seas without an enemy, and the merchantmen of Great Britain and British India were at liberty to pursue their peaceful course without dread of molestation.

Captain Chase received the Java medal, and on his return to Madras resumed the adjutancy of the Bodyguard. But the exposure and fatigue during the campaign had affected his health, and at the close of the following year he was obliged to take furlough to Europe. He was in England when the Battle of Waterloo took place, and took advantage of the opportunity to visit Paris when the allied army entered that capital. In the beginning of 1817, as his health was not re-established, he was obliged to solicit an extension of leave, and obtained from Sir Samuel Auchmuty, the late C.-in-C., Madras, a letter of which the following extract is taken:—

“It gives me much concern to learn that your health is in so precarious a state as to render a return to India unadvisable, and particularly so as I am sensible that your constitution was materially affected by your exertions in the Isle of Java, the service for which you volunteered. How highly I thought of your exertions and the opinion I entertained of your ability and gallantry, may be deduced from my selecting you to fill the office of Military Secretary during the absence of Sir John Tylden.”

This letter is dated 13th February, 1817.

It was not until 1st September, 1818, that Chase was promoted to be lieutenant in the 1st Madras Light Cavalry. He was made captain by brevet in 1821, and substantive in 1824. In the meantime, in 1821, he had been made A.D.C. to the Governor of Madras by Sir Thomas Munro, an old friend of his father's.

In 1822 Chase married Georgianna Cherry, daughter of Peter Cherry. He later commanded the Madras Bodyguard until his resignation as a major in 1835. He settled at Marylebone, and died in 1868, aged seventy-eight years. He left a family of four sons and four daughters.

The date of the picture can be ascertained with accuracy as between 1814 and 1819, as this dark blue jacket was only in vogue during that period. It was probably done while he was on leave in England, 1815–18, when he was still a cornet.

# *CAMBRAI (concluded)*

BY COLONEL E. B. MAUNSELL,  
*late The Prince of Wales' Own Scinde Horse*

## 4TH CAVALRY DIVISION.

WHILE the above operations had been carried out by the Amballa and Lucknow Brigades the 4th Cavalry Division had been heavily engaged to the south.

The Division, less the Lucknow Brigade, had assembled north and west of Peiziere by 06.00. While waiting, the Mhow Brigade came in for some shelling. A good many men and horses were hit but it did not shift ground—there may have been no cover to shift to, for the Brigade was in mass, and this formation is only suitable when little or no cover is available except in one place.

The task of the Division was “to take advantage of the advance of the tanks and seize the Villers Ridge and a line running south from a point about 1,000 yards south-east of Villers Guislain.”

The Mhow Brigade, supported by the R.H.A. Brigade, was detailed for the attack. It was to advance “as soon as a suitable opportunity presents itself,” the Sialkot Brigade closing up in support.

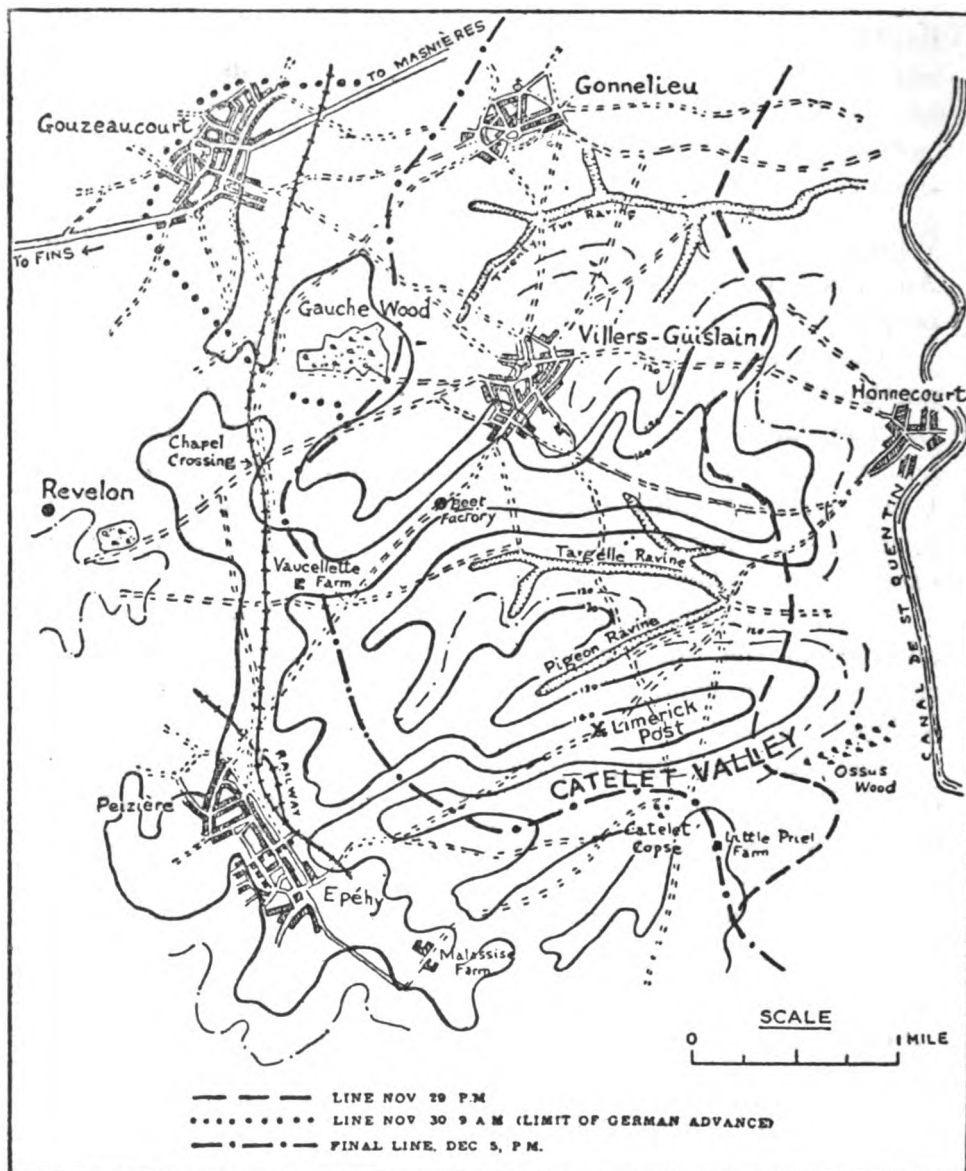
Under orders from the Corps Commander the attack was to be mounted.

## THE MHOW BRIGADE.

The 4th Cavalry Division Operation Orders, issued at 02.00, made out the enemy line to run not far from the west end of Ossus Wood, thence to about Vaucellette Farm.

This may, quite well, have been the line at the hour, though the confusion of battle makes even this uncertain.

The information was doubtless obtained from the 55th Division who were in the sector. We know, however, that a



## ÉPÉHY

certain post, known as Limerick Post, on the ridge north of the Catelet Valley, about 1,500 yards north-west of Little Priel Farm, was evacuated at 05.00 in the morning and that the Germans at once occupied it. As to whether this was known by the 2nd Lancers (Mhow Brigade) when their attack started is more than doubtful, for Colonel Turner intended to wheel north at a point about where this post was.

The German line at the time the Mhow Brigade attacked would appear to have been more as follows :

Ossus Wood, thence due west on both sides of the Catelet Valley to about 1,000 yards from Epéhy, where it turned north to Vaucellette Farm.

The enemy was thus in possession of the whole of the wired-in supporting posts of our original line. A line drawn roughly south-east from the Beet Factory will represent their locality. To the east of this would be our former front line trenches with their maze of communication trenches.

The ground for about 1,500 yards to the east of the railway is pretty clear of obstacles and is open, good going for cavalry.

From Peiziere to the Beet Factory, some 3,000 yards, the ground is absolutely devoid of cover, and every movement can be seen from the latter place, which was known to be strongly held with machine guns.

Our own infantry were in occupation of the slopes near Little Priel Farm and their line ran thence west, to roughly about 200 yards or so to the east of the railway, thence north and parallel to it.

The Mhow Brigade was still standing in readiness pending some success on the part of the tanks and Lucknow Brigade, when Major-General Kennedy, commanding the 4th Cavalry Division, was called to the telephone to speak to the Cavalry Corps Commander, who was then at Villers Faucon, some miles off. The outcome was that he was ordered to proceed with the attack forthwith. The necessary orders were then given to Brigadier-General Neil Haig, commanding the Mhow Cavalry Brigade.

The Brigade orders were as follows : the 2nd Lancers were to seize Targette, Quail and Pigeon Ravines, objectives some 3,000 yards east of the northern exit of Peiziere, and establish a defensive flank.

One squadron of the Inniskillings was to support them.

As soon as the 2nd were seen approaching their objective, the Inniskillings and a section of Machine Guns were to endeavour to seize and hold the Villers Guislain Ridge, about 1,000 yards east of Villers Guislain.

The detail of artillery targets is not known, but was probably the Villers Ridge.

At 09.36, the 2nd Lancers, followed by "C" Squadron, the Inniskillings, left Epéhy by the southern exit leading over the level crossing. It was the commanding officer's intention to move down the Catelet Valley and then wheel north to the objectives. This line of advance was selected as being the most covered.

Thanks to this, the Regiment avoided the fate of the Inniskillings, who had bare open ground to pass over.

After a brilliant advance under very heavy fire from both sides of the valley, it succeeded in reaching a hollow road, known as Kildare Lane, running from Little Priel Farm towards Villers Guislain, whence it was unable to move the whole day. This point was nearly a mile inside the German lines.

It was more by good luck than anything else that the Regiment was not exterminated.

The dominating feature of its success in getting so far was surprise, and not finding more wire—for we were fighting only some 3,000 yards behind our former "No man's Land."

Attempts were then made to move north into Pigeon and Quail Ravines. These were frustrated by the deadly machine gun fire that came from all four sides. The Regiment in consequence did not reach its objective.

For two hours it was thought to have been swallowed up by the enemy.

"C" Squadron of the Inniskillings also got tied up with the 2nd. It eventually protected their left in the hollow road.

Thanks to its bombers it succeeded in repulsing a German bombing attack—German bombs being used. Had the enemy succeeded in this, they would have been in a position to work machine guns up, so as to enfilade the road, which was a mass of men and horses. We are told that one German was blown clean out of the road by a bomb thrown at him.

Almost simultaneously with the 2nd Lancers, the Inniskillings (less "C" Squadron with the 2nd Lancers) moved down the Peiziere-Villers Guislain road.

The leading squadron, accompanied by a section of machine guns, moved at a gallop. The remainder of the Regiment followed in column of squadrons in line of troop columns, widely extended, at a distance of about 600 yards.

A heavy machine gun fire from both flanks opened from the very moment the Regiment crossed the railway, and the fire got hotter and hotter as the advance continued.

Nevertheless the squadron pushed on, with extraordinary gallantry, and a few even reached the Beet Factory. Here the Germans ran out and surrounded them.

Not a man, either of the squadron or the machine gunners, returned.

The remainder of the Regiment pushed on to within about 1,000 yards of the Villers Ridge, when the commanding officer (now Brigadier-General Patterson, D.S.O.) rightly realising that not an officer or man would be left alive if the advance continued, gave the order to withdraw, which the Regiment did with great steadiness.

The Inniskillings lost, during the day, six officers, 108 other ranks and 187 horses, while the unfortunate machine gunners lost two officers, 53 other ranks and 84 horses.

Nearly the whole of these casualties occurred in the few minutes this mad enterprise lasted.

The situation of the Mhow Brigade, within ten minutes of its attack being launched, was that one-and-a-half of its three regiments were out of the picture. They had nothing to show for the sacrifice in any conceivable way whatever—unless a brilliant display of gallantry be considered a sufficient result.

In the case of the Inniskillings, not one single element that has conducted to success in mounted attacks since, and including, the days of Napoleon was present.

Surprise was absent, the enemy was absolutely unshaken, our fire support was totally inadequate, and, even if the enemy had been reached, what could have been done to him behind wire and in trenches ?

A whole cavalry division could have done nothing under these circumstances.

It may be urged that the attack was launched with a view to helping the Lucknow Brigade. This Brigade was, however, nearly a mile off, and did not even know that an attack had taken place. Its value in this respect may thus be appreciated.

The value of a holding attack depends largely on the length of time the pressure lasts. It is of interest to note that the Mhow attacks started at 09.35 and by 09.45 all was over—ten minutes.

There is one point, however, to which attention must be drawn, and that is that the 2nd Lancers penetrated a mile into the German line under very heavy fire from both sides of the valley they passed down.

The Inniskillings, despite the open ground they were working in, got, according to Colonel Patterson's own description, to within 1,000 yards of the Beet Factory and then returned.

They were thus under an intense machine gun and rifle fire for some 2,000 yards altogether in absolutely open ground.

The enemy artillery did not get going until the Regiment had recrossed the railway after the attack.

The Inniskillings certainly lost more than 30 per cent. of their strength in doing so, but the 2nd Lancers hardly lost anyone until they came on wire.

Now in these attacks we were up against good German machine gunners, though the actual infantry do not appear to have been anything very wonderful. The 2nd Lancers could see them bolting in all directions as they advanced. Furthermore, these gunners were organized in great depth, and were in many cases well wired in.

Is it not reasonable to suppose, therefore, that an attack by, say, two brigades, might have succeeded had there been no wire, and had the enemy been so located as to be able to be got at ?

At Al Mughar we were up against Turks, not certainly organized in very great depth. Here the attack started some 3,000 yards from the enemy over bare ground that would hardly hide a rabbit, and the supporting fire merely amounted to one battery and a machine gun squadron.

The Turks were in no way shaken and had been a long time in their position. The Turk, individually, is a better man than most Germans, though the machine gunners may not be their equals.

This attack was a brilliant success, mainly, it is submitted, because the enemy could actually be got at.

The very loose formation in which infantry must now fight, tend to make them very susceptible to a mounted charge, provided it is delivered in depth and there are no obstacles.

It is suggested that failures in mounted attacks in France can, in most instances, if not all, be traced to (a) obstacles, (b) insufficient numbers, and as a result of (c) insufficient depth.

In the meantime, the whereabouts of the 2nd Lancers was unknown, but eventually some horses were spotted near what was thought to be Pigeon Ravine. It was not until 10.50—two hours after their attack—that a message, carried by a very gallant sowar, one Govind Singh, a Rajput, was received by the Brigade, giving their true position.

Before this was received, two squadrons of the Central India Horse were pushed down the ridge to the north of Catelet Valley, dismounted with the object of extricating them. It was not possible, however, to advance further than a point about 2,000 yards east of Epéhy owing to the Germans being in occupation of Limerick Post, referred to before.

A third squadron of the Central India Horse tried to reach the 2nd by a more southerly route later in the day, but also failed.

At 13.00 the two squadrons of the Central India Horse in conjunction with the 166th Infantry Brigade again attempted an advance, but it failed heavily.

The Regiment lost five British officers and 52 Indian ranks in these efforts.

In so far as the Mhow Brigade was concerned the 2nd Lancers were now out of the picture and were thought to have been irretrievably lost in the German lines.

The Commander of the 4th Cavalry Division (Major-General Kennedy) had been watching operations from about a ruined windmill to the north of Peiziere, when, about mid-day, he was sent for by the Cavalry Corps Commander to a point to the west of that village, where the 4th and 5th Cavalry Divisional Headquarters were.

He was then ordered to arrange a renewed attack by the Mhow Brigade from the south, and by the Lucknow Brigade from about Vaucellette Farm, on the Villers Ridge. The Lucknow Brigade was brought back under his command.

The attacks would thus be separated by the best part of a mile, and attempted by a maximum strength of the equivalent of one battalion on the right, and two on the left, if we include the Canadian Cavalry Brigade. The artillery support would amount to the six horse batteries of the 4th and 5th Cavalry Divisions and some Corps Heavy Artillery, to cope with a frontage of over five thousand yards, with the enemy strongly posted and well wired in.

General Kennedy anticipated bringing off this attack at about 14.00, but while the orders were being made out, he learnt that the 5th Cavalry Division had arranged to attack at 15.00, but, in what manner, he did not know. He accordingly arranged to postpone his attack so as to co-operate with the 5th Cavalry Division, adding a paragraph to his own operation order: "The 5th Cav. Divn. is co-operating."

This order, timed 12.40, was received by the Lucknow Brigade at 13.20, and by the Mhow Brigade at 14.15. The delay in getting through to the Mhow Brigade is accounted for

by the very heavy fire and barrage down to the east of Peiziere the whole day.

In so far as the Mhow Brigade was concerned, a reply was sent, fifteen minutes later, to the effect that the only troops that could be put in were a couple of weak squadrons of the Inniskillings and one of the Central India Horse, the rest of the Brigade being tied up and unable to move, and that an attack with so weak a strength would produce no effect. This message only reached the Division after the Lucknow Brigade had commenced its advance. The result was that the latter had its right in the air.

The 4th Cavalry Divisional Order for the 15.00 attack, arranged for the VIIth Corps Heavy Artillery to bombard the Beet Factory.

The three R.H.A. Batteries were to engage machine gun emplacements on the Villers Ridge.

Seemingly, this was the whole of the artillery support available for the whole day, for the 55th Division had only two artillery brigades at the opening of the battle on 30th November and many guns had been lost.

Whatever artillery there was, officers, both of the Mhow and Lucknow Brigades, are unanimous that it was too weak to produce the least impression.

There seems a degree of doubt as to whether the 5th Cavalry Division knew that the Lucknow Brigade had returned to the orders of the 4th or not for, in its operation orders, it inserts a boundary line between the Canadian Brigade which was now to be put in dismounted on the left of the Lucknow Brigade, though the latter knew nothing of it until its own attack had actually begun. The consequence was that the Lucknow Brigade advanced on the southern slopes of the Villers Ridge and not along the crest as it would have done had it known.

#### THE LUCKNOW BRIGADE.

In so far as the Lucknow Brigade was concerned, the prospects of any success, in view of the morning's failure, did not

seem particularly bright, mainly owing to the inability of the R.H.A. to effect anything on the enemy machine guns.

The covering fire of the Machine Gun Squadron, with the enemy very close, not clearly located, and in such a position that we could not get guns into position for direct fire, had amounted to plastering the area some distance in rear of whence the enemy fire came.

For the purpose of downing the hostile fire, therefore, it was of little value.

The right flank was absolutely in the air, and as at the time the attack started, nothing was known about the Canadians going in on the Brigade's left, it was thought the left would be also.

The total front the Brigade could attack on, if one regiment was to be in reserve, could not exceed some 600 yards—we know that the Guards' frontage only had 500 yards to a battalion. The whole strength of the dismounted Brigade did not much exceed a battalion in strength.

Jacob's Horse was to move on the Beet Factory direct up the Beet Factory-Peiziere Road, and thus on the south-east side of the Villers Ridge. The Jodhpore Lancers were to be in support and the 29th in reserve.

When the advance began, the German fire redoubled. At least eight machine guns in addition to those already spotted, were located. Movement along the crest was to invite certain death and many casualties occurred in attempting it. The right of Jacob's Horse succeeded, in spite of heavy loss, in working its way about 800 yards east of Vaucellette Farm, every rush drawing tremendous fire.

The dash and staunchness of the men was beyond all praise, for there was very little cover. Only troops of very high quality would have gone forward in the circumstances. Above all, when once settled into cover few would have left it to advance.

The attack had got under weigh when a liaison officer from the Canadian Brigade reported to Brigadier-General Gage that

his brigade was held up on the line Vaucellette Farm-Chapel Crossing. This was the first intimation the Brigadier received that the Canadians were attacking at all, or he would have arranged to get into closer touch with them before starting. As it was there was a gap between the two brigades. He at once ordered the Jodhpore Lancers to fill it and move in a north-easterly direction.

Officers in Jacob's Horse could see the men of the Jodhpores dropping as the machine guns caught them.

This effort considerably eased the situation on the Canadian right, and they began to work forward shortly after.

So far as Jacob's Horse was concerned it soon became obvious that a further advance meant destruction. The fire, so far from diminishing, increased.

The Regiment was in a salient, with its right flank being caught in enfilade and the left flank considerably ahead of the Jodhpore Lancers.

The fire of our Horse Artillery Brigade, though directed on the emplacements to the south of the Villers Ridge, had but little effect on the entrenched machine guns, and could not be brought to bear on those which enfiladed the right.

The fire from the Beet Factory had only slightly diminished as the result of the bombardment of the heavy artillery.

All that could be done was to hang on and pray for darkness. When this arrived, the Brigade began to dig in. The attack was watched throughout by the 4th Cavalry Divisional Commander, who was well satisfied that it had done all men could do.

Jacob's Horse lost 1 British officer, 3 Indian officers and 10 men killed ; 1 British officer, 1 Indian officer and 23 men wounded.

#### 5TH CAVALRY DIVISION.

The attack of the 5th Cavalry Division, timed for 15.00, was confined to the Canadian Cavalry Brigade.

It was directed to advance on Villers Guislain between Vaucellette Farm and Gauche Wood.

The Brigade had the advantage of both flanks being secure and of the whole of its divisional artillery being available to help, although this only amounted to three horse batteries.

The main factor, however, was that Gauche Wood, which had been taken by 09.30 that morning, menaced the German right rear about Chapel Crossing.

Furthermore, the pressure of the Jodhpore Lancers on the Germans to the north of Vaucellette Farm began to tell, and by 16.50 despite an enemy counter attack, which was repulsed with heavy loss, Chapel Crossing and some prisoners with a machine gun, fell into the Canadians' hands.

This success was followed up and by dark the Brigade had succeeded in working forward to a line running roughly from the south-east corner of Bois Gauche to 500 yards north-east of Vaucellette Farm.

The prisoners taken belonged to troops brought up from St. Mihiel two days before.

The Brigade lost 4 officers and 70 men, mostly Fort Garry Horse.

About midnight, the Mhow and Lucknow Brigades were relieved by the 21st Division and Sialkot Brigade, and bivouacked near Epéhy.

The Secunderabad Brigade relieved the Amballa Brigade in Gauche Wood.

The 2nd Lancers succeeded in extricating themselves in the dark *via* the Lempire Road.

The night was bitterly cold. Many officers who were present say it was one of the worst they had ever experienced, and sundry cases of frost bite occurred.



## **THE KEEPING OF A HUNTING DIARY**

By MAJOR T. PRESTON, M.C., *Yorkshire Hussars*

DURING a very good run with a certain pack of hounds, one December day last season, I remarked to a man near me that we seemed to be heading for such-and-such a place. He replied, 'Oh, I never have the least idea where I am when hounds are running.'

Though of course there is nothing uncommon in hunting people not knowing where they are (especially ladies, if I may say so!), yet this particular case 'gave me furiously to think,' because the gentleman in question was an ex-captain in a cavalry regiment and had hunted with those hounds for at least four seasons. Moreover, he had obviously no wish to know his whereabouts; he was very like Du Maurier's old lady in *Punch*, who, on arriving at the theatre, refused a book of the words because she had come to see the acting and did not wish to understand the play.

The keeping of a hunting diary, which I venture to think is the only real way of learning a country properly, is rather a vexed question. The vast majority of hunting people would say it was too much trouble, that they hadn't time to keep one, and that there was no object in doing so even if they had. A great many M.F.H.s never keep a diary. The late Sir Charles Slingsby, one of the finest amateur huntsmen of his day (he was drowned when hunting the York and Ainsty in 1869) kept no written records; whereas Colonel Fairfax,

who had the same hounds some years later, kept very complete diaries, in which he even included the performances of individual hounds. I need hardly remind readers of Mr. Jorrocks's journals, in which he not only describes his day's sport but enters such items as 'paid for catching my 'oss, 1s.' and 'Paid for 'elping me on to my 'oss, 2s.'

With all respect for the opposite view, I would suggest that, once one gets into the way of it, a written record adds enormously to the pleasure of hunting; whilst in the case of a Cavalry or Yeomanry officer it is a tremendous help to him in his work. Let us consider both these aspects in turn, taking first the question of keeping a hunting diary simply for pleasure.

Assuming that, on coming in from hunting, you have no very urgent business awaiting you, I submit that the task of sitting down (after tea and a bath, of course!) to write an account of the day's happenings becomes, after a little practice, a very welcome one.

At first sight it sounds rather an effort; you find, rather to your disgust, that, though you have been in this particular bit of country before, you really have no idea which way hounds ran with that second fox. You know they found him in a covert by a railway, but you don't know its name and didn't bother to ask anyone. You have a vague recollection of crossing a main road with slippery tarmac, but was it this road or that one on the map? In fact, you often have to own you were like my friend aforementioned—too taken up with watching hounds and negotiating obstacles to notice whereabouts you were. There is no doubt that many hunting folk omit to keep a diary because they simply cannot remember, through lack of observation, what direction the different runs took.

But, it may be objected, what's the good of the diary if you do keep one? Well, in the first place, it is the best

means I know of learning the country. Knowing, while riding in a hunt, that you will shortly write an account of it, makes you notice the different land-marks far more. The mere act of riding the run again on the map gives you a better idea of the exact situation of roads, coverts, villages, etc. The examination of the map often teaches you, too, the shortest ways to and from places, in a way you cannot learn by asking people. Again, at the end of the season your diary tells you how many days each of your horses has done, and how many days you've had with different packs. Then, when you have kept up your diaries for several years, it is very interesting—though sometimes sad, too—to turn over the pages of your older records and revive the memories of sport in company with friends now no longer hunting, and of good horses now passed away. Such diaries are of special interest to a soldier, whose way of life frequently brings him in touch with many different hunts according to where he is stationed:—which brings us to the second part of the question—whether the keeping of a hunting diary by an officer does not add considerably to his efficiency in his work. I suggest that it must necessarily do so. Let us grant, to start with, that 'Thou shalt not lose thy way' is a commandment that every good Cavalry or Yeomanry officer should try to keep (even if he occasionally breaks one of the other ten!)—and if he is habitually in the state of not knowing his whereabouts when out hunting, he is weakening his sense or 'bump' of locality through lack of use, thus making it less serviceable for manœuvres or active service. 'But,' you may say, 'there's no disgrace in losing the way out hunting, as I never carry a map: on a scheme or manœuvres I should always have one, and therefore would never get lost.' That is all very well, but it is better to aim at the cavalryman's ideal, which is *never* to lose your way, even if it does entail putting a map in your hunting-coat pocket. Your horse won't notice the

extra weight, and there's no need to keep unfurling it at intervals throughout the day as if a fox-hunt was a staff ride (horrible thought!)—but if at the end of the day you are a bit doubtful as to the shortest way home, the map comes in very useful and may save your horse an extra mile or two. Incidentally, I have often found quite old inhabitants of a country making mistakes in regard to so-called short cuts, simply because they have never really worked out the various distances on the map. One common error is to imagine that a way across fields is shorter than going by road. I know several instances where hunt 'veterans' have got into the habit of using a route through fields and gates which is (say) a mile longer than if they used the main road. The truth is that they have been brought up to believe the distance is the same, and as they probably go slightly faster by the cross-country route, it takes them less time and is also much pleasanter than the road, especially in these days of tar and motors: but the fact remains that their horses go a mile further than they need, and it is also overlooked that the opening and shutting of gates on a horse is apt to tire and worry him far more than if he jogged quietly along a road at an even pace. The moral is, take a map out hunting, unless you absolutely know the country inside out. Personally, I plead guilty to a map on all days except those immediately round my home, and I know at least one friend (a squadron-leader in a Cavalry regiment) who does the same, and who told me he was usually called 'the man with the map,' as if he was doing something slightly eccentric. (He keeps a hunting diary). Even the slightest practice in map-reading which you gain in looking out the way home is not to be despised: not every one of us can really put his hand on his heart and swear that he has never misread a map. The peace-time Cavalry officer does not use a map so very frequently that he can afford to overlook this opportunity

for further improvement. Looking out the day's runs on the map sometimes helps, too, to lighten the boredom of a long hack home—unless, of course, you are a luxurious gentleman with a car waiting for you.

It may be argued that there are other ways in which diary-writing tends to sharpen up qualities useful on service. It needs a certain amount of mental concentration to carry in your mind the exact doings of hounds and huntsman throughout a long day (in spite of the distraction caused by your own and your horse's adventures)—and to write a clear, well-worded account in the evening. I do not think it can be denied that a cavalry officer who can succeed in doing this without serious mistakes all through the hunting season, is likely to be more use on service than the young gentleman who can never remember what hounds did and has no wish to train himself to remember. This was recognised at the Cavalry School in 1912, when the subalterns had to make 'hunting sketches' showing runs they had had the previous day: whether this is the present practice at Weedon I do not know.

A few suggestions on keeping a hunting diary may perhaps be of use to those who have not yet tried it. First, get a book with pages ruled in lines, and fairly large, say about eight inches by ten inches as a minimum or even bigger. Smaller note-books are worrying as one is constantly turning over pages. The so-called diaries with the date printed and a fixed space for each day (often given away by a hunting tailor when one buys a new coat!) are very little use, as the spaces are never big enough. Then get a set of one-inch Ordnance maps (large sheet series) of the country you are hunting in; you cannot keep a proper diary without them, however well you know the country; the distance of a run, or the 'point' hounds make, can only be determined by a map. The 'hunt' maps issued by local booksellers,

with the meets often marked on them with coloured dots, are to be avoided: they generally show less detail than the ordinary one-inch map.

When sitting down to write your account it is as well to start each day with a heading such as—

‘*Thursday, November 19, 1925.*

‘*Meet, Muddleton cross-roads.*

‘*Hounds, North Blankshire (bitches 19 coup).*

‘*Horse, Flashlight.*’

This of course is only a suggestion; you can vary the form of heading to include, if you like, the name of the huntsman; and it conduces to clearness if you underline your headings in red ink.

Then you carry on by mentioning the weather and scenting conditions, followed by your version of what hounds did, giving the times of the different hunts and, if it is a long run, the distance too. The following is an example:—

‘Fine sunny day, west wind: ground drying up a bit. Scent very good at first, getting worse later.

‘We found a fox at 11.15 in a drain just south of Burtonfields Hall, hounds running hard towards Full Sutton. Coming round left-handed by Burtonfields Farm, they crossed the York-Driffild main road and checked at the west end of Skirpenbeck village: twelve minutes so far, very fast.

‘Recovering the line again—probably another fox—they re-crossed the main road and ran hard past the right of Youlthorpe and on by Gowthorpe, checking slightly just east of Fangfoss. Running on past Bolton village towards the railway, they swung to the left and ran close past Rowlands Hill Farm and came to a check with the railway on their right and Smylet Hall on their left. . . . finally ran out of scent in a field

N.E. of Thornton, after a total hunt of 2 hours, 7 minutes,  $7\frac{1}{2}$  mile point and 15 as hounds ran. A very fine hunt, especially the first 50 minutes. Many people took falls.

‘After this long run, many of the ‘field’ started for home, a few of us staying to see Thornton Ellers and Layton Spinney drawn blank, and that finished an excellent day.’

It is also of interest (especially to a soldier, who may hunt in many different countries) to include occasionally a list of people who were out: this often recalls pleasant memories in later years.

If a run is exceptionally good, a sketch map may be drawn by placing a piece of fairly thin paper on the map, tracing a few features in pencil, and afterwards marking the run in red. I give as an example a sketch of a very fine hunt with the Bramham Moor on Wednesday, January 5, 1921. It will be seen that an outlying fox was found just west of the village of Walton, and hunted in an irregular right-handed ring marked ‘1,’ by Thorp Arch to Wetherby; from that point hounds ran fairly straight, probably changing foxes in Champagne Whin, and ultimately killed on the Rufforth–Askham Richard lane, the ‘point’ from Wetherby being eight miles, and the full distance as hounds ran, twenty-two miles (*see sketch*).

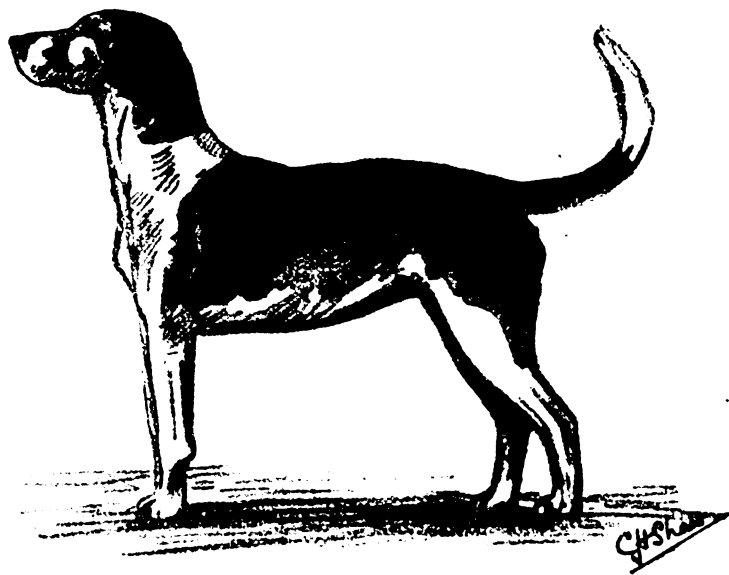
‘All very fine,’ you may object, ‘but however can I tell where I am? I can’t and won’t ride with a map in my hand all through a hunt.’ No; but with very little practice you can train yourself to notice the details of the country, supplement this with a few timely questions to people who know it well, and verify it on the map afterwards. Get into the habit of noticing, almost without thinking, such things as sign-posts and mile-posts, which give you place-names; brooks and streams (even small ones are usually



marked on the map); coverts, hills, railways, etc. Likewise cultivate the habit of noting when hounds turn; some people have no direction-sense and never know whether a run is straight or circular. Don't be afraid of asking an old member of the hunt the name of a covert or village; he will be only too pleased at your taking an interest in such matters, and you needn't always ask the same person!

\* \* \* \* \*

The above are merely suggestions, but if they are of any assistance to a CAVALRY JOURNAL reader, I hope he will derive as much pleasure from his diaries as I have done from mine, and be able to inscribe his final page with Beckford's immortal words:—'Where are your cares, ye gloomy souls? And where your aches and pains, ye complaining ones? One whimper has dispelled them all!'



*LOUDON.*

By MAJOR OSKAR TEICHMAN, D.S.O., M.C., T.D.

GIDEON ERNEST LOUDON (also spelt *Laudon* and *Laudohn*) was born in 1716 at Tootzen in Livonia, whither his ancestor had migrated from Ayrshire in the fourteenth century. Gideon was the eldest son of Gerhard Otto Loudon, a lieutenant-colonel in the Swedish Army who had married into the noble family of Bornemund. Livonia having been ceded to Russia in 1721, young Loudon, when he reached military age, naturally took service in the Russian Army, and, like Suvoroff some ten years later, began at the lowest grade. In 1732, when only seventeen years of age, Russia being involved in the short war of the Polish succession, he first saw active service during the siege of Dantzic, where he showed great bravery.

During the following year Loudon accompanied the Russian Army in its march from the Volga to the Rhine and thence to the Crimea, a strenuous trek for a lad barely nineteen years of age. He received his commission in 1736, and two years later was promoted first lieutenant, but quitted the Russian service when he realised that the Court of St. Petersburg did not intend the army to take part in the War of the Austrian Succession, which had commenced. In 1742 we find him about to proceed to Vienna, seeking employment under Maria Theresa, when he learned that the peace of Breslau had terminated the First Silesian War. Undismayed, he looked further afield for employment, and, being informed that the English were fitting out ships to defend their East Indian possessions, determined to offer his services to King George II. However, the first part of the journey from St. Petersburg to Stockholm by sea, in rough weather, convinced him that he was not cut out for a



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sailor's life, and on reaching dry land his friends tried to persuade him to join the Swedish Army. This proposition did not attract Loudon; the glamour of Charles XII's days had departed and Sweden was rapidly declining. Prussia, on the other hand, was rapidly becoming an important factor in Europe, so after saying good-bye to his father, our soldier of fortune, with thirty ducats in his pocket, set out for Berlin with the intention of applying for a commission from Frederick the Great.

On Loudon's request being made, the King caused him to be informed that he might remain in the capital and wait until a vacancy should occur. At the end of six months he sought an audience and asked Frederick for a captain's commission in a cavalry regiment; the King, however, was not impressed by the applicant, and dismissed him with the following words: "I must indeed have many squadrons at my disposal if I could give one to every foreign officer who comes to Berlin." A few years later the recollection of this interview must have caused Frederick to "think furiously" when the young officer had become his most formidable opponent.

Loudon, who had acquired a considerable amount of useful information concerning the Prussian Army during his six months in Berlin, now proceeded to Vienna, and, after an audience with Maria Theresa, was granted a captain's commission; on the following day he met Lieut.-Colonel Baron Francis von Trenck, whom he had known in Russia, and was offered and accepted the command of a company in Trenck's Free Corps, known as the Pandours. On 30th June, 1744, Nadasty and Trenck, at the head of 10,000 Hussars and Pandours, forming part of the Austrian vanguard, swam the Rhine at Philipsburg, and by surprising the French and Bavarians, enabled the rest of the Army to cross unmolested on the following day. Trenck was the first and Loudon the second man to reach the opposite side of the river. A few weeks later Loudon, while leading his company of Pandours in the assault on the Castle of Saverne, was wounded and taken prisoner. He was lucky to be captured, as he thereby secured the services of an excellent French surgeon,

who extracted the bullet and a button from his chest ; it would have fared ill with him otherwise, there being no surgeons with the Austrian advance guard. A few days later the Pandours captured the village in which their wounded captain was, and with him the French surgeon, the latter was thus enabled to complete Loudon's cure, when both were sent to the rear.

During the following year (1745) Loudon was instrumental in capturing the Prussian fortress of Kosel. It happened in this manner: accompanied by twelve volunteers, at the head of his company of Pandours, he crept at two o'clock in the morning to the ditch of the fortress, which was fifty feet wide and full of water, and swimming across, succeeded in scaling the ramparts. Loudon was the first over the top, and fell on to a battery of five guns just as the garrison was alarmed ; turning one of the former on to the enemy, he was joined by his company of Pandours and forced the defenders to retreat from the ramparts into the town. Soon afterwards two Hungarian Hussar Regiments, galloping up, forced the gates of the town and completed the victory.

This was the first time that Loudon had had an opportunity of showing his capacity in command, and his conduct on this occasion attracted the attention of the Austrian generals. Trenck's Corps of Pandours and Hussars, always in the front, and often engaged in harassing the enemy's outposts or storming positions, was an excellent, though somewhat dangerous, school for an ambitious young officer. There is no doubt that this preliminary training with a corps of irregulars was instrumental in developing Loudon's "eye for a country" and his military genius generally.

In October, 1745, took place the Battle of Sohr, when Trenck was accused of allowing Frederick to escape, owing to the former's desire for plunder. After the battle, Loudon, who had put up with Trenck's cruelties and irregularities for over a year, resigned the command of his company of Pandours and proceeded to Vienna, because he felt that he could not serve under a man who preferred pillage to war.

After an anxious stay in the Capital, with his resources steadily diminishing, he at length obtained a captain's commission in a regiment of Croats. After ten years' service on the Croatian frontier we at length find him a Lieut.-Colonel on the outbreak of the Seven Years' War in 1756.

Loudon, still in Croatia, immediately applied for a transfer to a regiment in Bohemia, but was informed by his G.O.C. that "he was neither fit for war nor did he possess the means wherewith to equip himself." In spite of this curt refusal he hastened to Vienna, and was about to be sent back to Croatia with a severe reprimand, when it was decided to incorporate a regiment of Croats in the advance guard of the Army. A capable leader was required, and the authorities realising that Loudon's frontier experience would be invaluable, gave him the independent command of a battalion of Croats. A few days' later he joined the Imperial Army in Bohemia under Field Marshal Count Ulysses Browne, an officer of Irish extraction. Loudon joined Browne at Budin, in September, 1756, where the latter had concentrated his Army with the intention of attacking Frederick, who had invaded Saxony and was besieging the Saxon Army in Pirna.

Browne reached the Elbe, but found that the King had detached a corps to contest the passage of the river. Loudon with his regiment was posted on a hill which was the key to the position; if he could hold it the Austrian Army would be able to cross. Frederick, by his wonderful *coup d'oeil*, recognised this at once, and although Loudon was reinforced by many regiments, he was eventually routed and the Austrian Army was hurled back from the Elbe. Though defeated, this experience was invaluable to the rising commander; he never forgot a lesson, and in years to come one of his chief characteristics was the way he would discover the enemy's weak point and when found attack it furiously.

During the next twelve months, Loudon, under General Lacy (another Irishman), commanding a mixed force of Hussars and Croats was successful in many small engagements, for one of which he was promoted colonel.

At the Battle of Prague (May, 1757) Loudon served under his old chief, Field Marshal Browne, once more ; during the action the latter had his leg carried away by a cannon ball, and was borne mortally wounded into Prague, where the greater part of the Austrian Army retreated. Frederick immediately demanded the surrender of the town ; but the brave old Browne, although dying, insisted on summoning his generals to a council of war. His last words were : "Does the King of Prussia take us all for whores ? My advice is that you sally out and attack the enemy." Loudon led the counter-attack, but was repulsed ; however, he continued to worry the Prussians by many night attacks until the siege was raised by Field Marshal Count Daun's defeat of Frederick, at Kollin, about a month later.

Loudon was now promoted Major-General, his independent command consisting of two regiments of Hussars, two of Grenadiers, and 4,000 Croats. With this force, forming the vanguard of the Army, he continually harassed the retreating Prussians until, by the end of November, Silesia had been recovered by Austria. He took no part in the Austrian defeat at Leuthen, which resulted in the loss of Silesia a month later, being engaged at the time in watching the Bohemian passes.

In June, 1758, took place the affair of the Olmutz convoy. Although its escort was commanded by that most famous of Prussian Cavalry leaders, Zieten, Loudon succeeded in breaking up the convoy, and thus caused Frederick to raise the siege of Olmutz. For this exploit Loudon was promoted to the rank of Field Marshal Lieutenant. He now frequently found himself pitted against the great Frederick, and while these two were trying to checkmate each other, the King soon discovered that his adversary was no unworthy opponent. Loudon made a thorough study of Frederick's character, and by doing so was often able to divine his plans and defeat them. The former, however, laboured under a great disadvantage ; he was always compelled to consult the over-cautious Daun, and, later, the Court at Vienna, whereas, of course, the latter was absolutely unrestricted in his actions.

In October, 1758, the battle of Hochkirch was fought. Daun, with the main Austrian Army, occupied the heights above the village, while Loudon, now second in command, was in charge of the vanguard. Frederick, in a spirit of bravado, encamped in the village within cannon shot of Loudon's guns. The former's position was protected by a small stream with steep banks, and, counting on Daun's well-known caution, he considered himself safe from an Austrian attack. The King, however, forgot that the brilliant Loudon was second in command. The latter arranged that his cavalry patrols should daily come in contact with the Prussian outposts, when a few shots were exchanged; and these little skirmishes began to be regarded as normal occurrences. One day Loudon met a peasant carrying a basket of eggs towards the Prussian camp. On closer examination, these were found to contain Loudon's recent orders, which his secretary was forwarding to Frederick daily, in this manner. The wretched man was promised his life if he would continue to send the orders dictated to him by Loudon. Every day Frederick now received assurances that Daun had no intention of attacking him, and the former leisurely made his own preparations for an offensive. At length, persuaded by Loudon and Lacy, Daun gave his consent to a surprise attack *en masse* on the Prussian camp. This took place at 5 a.m., and by the time Frederick had realised that the commencing musketry fire was not one of the usual outpost affairs, Loudon, with thousands of Hungarian Hussars and Croats was in the midst of the bewildered Prussians, who were attacked simultaneously by the Austrian Infantry from another quarter. Frederick was defeated, suffering heavy losses, but was able to withdraw the remains of the army owing to the courage and forethought of his great Cavalry leader, Zieten.

In the following November, Maria Theresa created Loudon a Baron (Freiherr), and also conferred on him the Grand Cross of her Order.

Early in August, 1759, Loudon had penetrated into Prussia, and had actually executed a flank march through a hostile

country, in the face of four armies, each of which was greater than his own. This operation excited the admiration even of his enemies. At the Battle of Kunersdorf, which followed, he turned defeat into victory. At first Frederick was successful, and drove the Russian Army back, Seidlitz with his Cavalry completing their rout. A few Russian regiments, however, reinforced by Loudon's Grenadiers and Croats, made a last desperate stand on the Spitzberg Hill. Frederick, not satisfied with his success, and contrary to the advice of his generals, insisted in hurling his jaded troops against this almost impregnable position. Again and again the Prussians were driven down by Loudon's guns. Seidlitz was ordered to charge the enemy, but his Cavalry met with a similar fate. When the Prussians were thoroughly worn out and dispirited, Loudon, who still had several regiments of Dragoons and Cuirassiers intact, brought up his Cavalry in perfect order and charged furiously into the right flank of the jaded Prussians. Panic seized Frederick's Grenadiers, and the much-vaunted Prussian Infantry fled in confusion, followed until dark by Loudon and his Cavalry. The King himself barely escaped capture, and of his army of 48,000 men, only 3,000 could be counted on the following day. For this victory Loudon received the personal thanks of the Empress Maria Theresa.

Liegnitz (1760), the last important battle of the Seven Years' War, was lost by the Austrians through Lacy and Daun failing to support Loudon as arranged. The latter left his bivouac at 3 a.m. with intentions of surprising Frederick in his camp, it having been arranged that Lacy and Daun should attack simultaneously from another quarter. What was Loudon's surprise, however, when, after brushing back some Hussar patrols, he found himself face to face with the Prussian Army led by the King himself. Frederick had not forgotten the surprise at Hochkirch, and noticing some movement in the Austrian camp made his dispositions accordingly; and when his Hussar pickets were driven in at early dawn, he immediately advanced to the attack. Loudon, hoping that Lacy and Daun

would fulfil their engagements, fought stubbornly, but was defeated, the remains of his force retiring in good order. When the two over-cautious Field Marshals did eventually turn up with their troops the battle was over and Loudon in retreat. The latter, writing to a friend on the following day, said: "Had the Army under Field Marshal Lacy acted in accordance with the settled agreement, and, joining touch with mine at daybreak, have attacked the enemy in rear, we should have obtained a complete victory."

Frederick, commenting on the battle to his generals afterwards, declared that Loudon had given him a lesson in drawing off an army, so masterly and orderly was his retreat.

In the autumn of 1761 Loudon captured the almost impregnable fortress of Schweidnitz, and this enabled the Austrian army, for the first time since the outbreak of war, to take up its winter quarters in Silesia; but this brilliant exploit nearly lost him his command. The Council of War in Vienna blamed him severely for having undertaken the enterprise without orders, and actually advised Maria Theresa to recall him in order that his conduct might be enquired into. The Empress was on the point of signing the document for his recall, when her consort persuaded her to desist, and, realising that she was wrong, she poured the contents of the inkstand over the paper, and wrote Loudon a complimentary letter instead.

A few years after the termination of the Seven Years' War the Emperor Joseph II of Austria paid a visit to Frederick, being accompanied by Loudon and Lacy. In the following year (1770) Frederick returned the visit; some manoeuvres were arranged for his benefit, and after the battle he complimented Loudon on the way he had checkmated his adversary. At the banquet which followed Loudon was about to take a seat low down on the opposite side to Frederick, when the latter exclaimed, "*Mettez-vous auprès de moi M. de Loudon; j'aime mieux vous avoir à côté de moi que vis-à-vis.*" This was indeed a compliment from the King, and one can imagine them both remembering an interview twenty-eight years previously,

when Loudon had applied for and been refused a captaincy in the Prussian Cavalry. Had his request been granted in 1742, it is highly probable that the whole course of the Seven Years' War (it would not have lasted seven years) would have been altered, as Loudon, as we have seen, became the one really serious opponent of the Great Frederick.

On parting, Carlyle tells us, the King presented Loudon with two superb horses, magnificently equipped.

In 1775 he was offered, but refused, the baton of a Marshal of France, if he would leave the Austrian Service.

In 1778 Loudon was promoted Field Marshal, and commanded in that rank during the short war of the Bavarian Succession. When in 1788 (eight years after the death of Maria Theresa) the young Emperor decided to join the Czarina in a campaign against Turkey, Loudon immediately applied for a command. "My dear Loudon," said the Emperor Joseph, "you have already won your spurs, you are now getting infirm, enjoy the remainder of your days in peace." However, things did not go well in the Balkans, and at last, in despair, the Emperor sent for Loudon. The Army had great faith in the old Field Marshal, and its spirits rose at once when Loudon took over command. Within a few months of his arrival he had captured Belgrade and Semendia. These captures excited the greatest enthusiasm in Vienna, and the Emperor nominated Loudon, now seventy-three years of age, Generalissimo of all his armies. In 1790, whilst inspecting his troops in Moravia, Loudon was taken suddenly ill, and died a few days afterwards. His last words to Field Marshal Collerado were: "You will be kind enough to announce my death to the Army. It is the army which I feel so hard to quit—these men who have always fought so bravely. It has been my pride to fight by their side, my glory to be their leader . . . ."

Loudon, who had had no scientific education or special training, is another example of the well-known maxim that great generals are born, not made. He had none of the advantages of birth or wealth, and came to the Court of Vienna an

adventurer, eventually climbing to the top of the tree by sheer merit. Had he had influence and not been a foreigner, he would no doubt have commanded the Austrian Armies during the Seven Years' War, and, unfettered by incompetent superiors, would have been a terrible thorn in Frederick's side. As it was, whenever the two great captains met, Loudon nearly always had the advantage. Frederick was defeated by him at Olmutz, Kunersdorf, Hochkirch, Schweidnitz and in several minor actions; even at Liegnitz, which Frederick won owing to Lacy's bungling, the former admitted that he had learnt from Loudon the art of withdrawing an army.

Loudon had made a special study of Frederick's psychology, and hence was often able to anticipate his movements and defeat his plans.

"Father Loudon," although he maintained the strictest discipline, was loved by his soldiers and his care for them was unremitting; his mere presence infused them with enthusiasm, and this was especially apparent when he returned to command during the Turkish War.

Baron von Janko, Loudon's admirable biographer, writes: "It was not only that which he had done which had made him great; it was because all his thoughts were lofty; because his character was such that to him the value of the thing done and the thing suffered received its true appreciation by being sifted through a mind from which self-love was always absent; because his character was such that every man, whatever his station in life, was bound to honour it; because, in a word, in the loftiest sense of the term, he was a man."

Loudon was buried in his park at Hadersdorf. The marble mausoleum over his tomb, built with stones brought from Belgrade, bears the following inscription:—

*"Gideoni. Ern. Laudono Conjux, Contra Votum. Superstes,  
Ac Haeredes. Pos. 1790."*

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References: von Janko. Malleon. Carlyle.

*THE PRINCIPLES OF F.S.R. AND THE ENGLISH  
CIVIL WAR*

By "LIGHT CAVALRY"

THE object of this article is to show the different methods by which the leaders of the English Civil War conducted their campaigns and to trace how far these methods conform to the principles of war.

The main lines on which generals of those days conducted a campaign were :

- (1) Avoidance of defeat by complicated manœuvre rather than attempting to defeat the enemy ;
- (2) Prolongation of the campaign rather than curtailment ;
- (3) Passive defence.

These points may all be included under the heading "Lack of offensive action," and were due to the fact that in Europe at that time fighting was considered the role of the professional soldier or mercenary only, who was naturally anxious that the campaign should last as long as possible thus ensuring his employment.

The almost general use of such troops was probably due to the fact that wars in those days were mainly prosecuted with a view to personal gain by the opposing commanders or nations.

Thus the inhabitants of a country whose enthusiasm for a particular cause was rarely aroused, seldom saw service unless compulsorily pressed into it.

Great faith was placed in superior numbers rather than in small armies well trained and disciplined.

The Civil War may be taken as the turning point in the history of the British Army and the complete change of all tactics. Cromwell was entirely responsible for this and raised the British Army to such a high state of efficiency that it subsequently became the model of most of those of the Continental nations.

Generally speaking he may be said to have laid the foundations of our modern principles of war by sweeping away the old methods of manœuvre and counter march and by substituting offensive action and the principle of seeking out and attacking the enemy wherever met.

In the second year of the campaign the King had been able to raise a considerable number of troops and his success was due, for the most part, to the fact that he had for the majority of his supporters the upper classes consisting mainly of country gentlemen and those who had seen service on the Continent.

It was not due to any superiority of tactics, except possibly in that of his cavalry under Rupert, for he was in many cases quite as slow in taking the initiative as the Parliament.

By September, 1643, when the war had been going for almost a year, he had mainly contented himself with clearing out the Parliamentary garrisons in the western countries, and had undertaken no vigorous offensive against the latter's main forces.

The main disadvantages which beset the Parliament were lack of the right stamp of recruit, having to depend for their troops mainly on the lower classes, and those who had never received any military training—"tapsters and decayed serving men" as Cromwell had it—and to lack of suitable leaders. Pym, though an able politician, was no soldier. Essex was slow, inert, and half-hearted, and Waller, though more vigorous, could devise nothing better than isolated expeditions which could have no effect on the general course of the war.

We now come to review how the principles of F.S.R. compare with those observed in this campaign. To take first :

*Maintenance of the Objective.*

The ultimate objective of each side is the destruction of the other's forces. This was only to be obtained by seeking out those forces and engaging them. In the early part of the campaign, each side was too apt to get drawn aside from this objective by the chance of besieging a town, which always offered a certain amount of loot.

Newcastle, at the end of 1643, spent a considerable time besieging Hull, and not having command of the river was quite unable to prevent the receipt of stores and reinforcements by the Parliamentary garrison, while his own troops became very diseased and demoralised and numbers deserted.

Instead of this, a vigorous movement against the Parliament's troops in the field would, undoubtedly, have gained him some material success, and at the same time raised the morale of his force.

Cromwell, on the other hand, never besieged a defended position, while there were any unbeaten enemy in the field. He realised that a fortress is only of use when it prevents attacks from the enemy on territory or communications, or threatens his lines of communications.

*Offensive Action.*

The chief cause of the unsatisfactory progress of the war until Cromwell had had an opportunity of starting his re-organization of the Parliament's troops on more modern lines, and of improving their discipline, was the reluctance of the Commanders on both sides, more particularly on that of the Parliament to attack the enemy, even when they had succeeded in meeting him. This may have been due in part to the feeling amongst the Parliamentarians that legally they were rebels. One of their leaders, when charged by Cromwell for letting the King's troops get away on one occasion, excused himself by saying that however badly Charles was beaten he would still be king, but that in the event of a Royalist success, the Roundheads would undoubtedly all be hanged, a contingency which he seemed to consider was not worth risking.

After the second battle of Newbury (October 27th, 1644) it was agreed that the Parliamentary Cavalry were to move off at dawn on the following day, in order to pursue the King and hold him till the infantry could come up. At daybreak the cavalry found the royal forces not retiring, but formed up to meet them, and it was only with the greatest difficulty that Cromwell and other officers were able to persuade the Earl of Manchester (the Parliamentary Commander) to collect the infantry and get them into position by 11 a.m.

Eventually, arriving on the field, the Earl declared he was against fighting and while the Royalists withdrew, looked on and discussed the situation.

### *Surprise.*

At this period it seems to have been the fashion for the opposing forces, having located each other, to draw up in line of battle on the most favourable ground available and either await the attack of the enemy or, at any rate, take no offensive action until the latter's forces were similarly drawn up.

Little attempt at concealment, either during the approach march, or of dispositions was made, and concealment is one of the chief factors in surprise.

After forming up, often as much as half an hour would elapse, while the opposing commanders scanned the enemy's ranks, to try and discover any weak spot, as was the case at Marston Moor.

One of the few cases in which surprise was made use of was by Cromwell at Naseby, and it brought him complete success. By keeping his force concealed behind some rising ground, he was able to deceive the Royalists as to his numbers and dispositions and by bringing the weight of his cavalry to bear against their left and centre inflicted a heavy defeat on them.

### *Concentration.*

The fall of York, on 16th July, 1644, to the Parliament was a notable success, and was due to the combination of the forces of Leven, Fairfax and Manchester, which had hitherto been

mainly operating independently. It was a great victory—the first the Parliament had won during the war and placed the whole of the North of England in their power.

Instead, however, of following up the beaten Royalists, the Parliamentary forces divided—the Scots under Leven going north to besiege Newcastle and other garrisons in Northumberland and Cumberland—Fairfax to clear Yorkshire of Royalist garrisons and Manchester to the Eastern Association (Essex, Suffolk, Norfolk, Hertfordshire and Cambridgeshire) to secure it against Royalist incursions.

In spite of orders from the Committee of both Kingdoms at Westminster, to the effect that this plan was useless and that the Royalists should be followed up, Manchester, who was in command of the combined armies, made various excuses and adhered to his original plan, thereby allowing the King's troops to withdraw unmolested.

### *Economy of Force.*

This principle was little practised in the Civil War, many troops, as a rule, being dissipated in more or less unimportant siege operations, leaving far from enough for the more important work of defeating the enemy in the field.

In the Spring of 1644, Charles, seeing that the crisis of the campaign would occur in the North of England, determined that the principal effort against Parliament should be made there. He therefore entrusted Prince Rupert with the task of engaging the combined Scotch and Parliamentary armies. Having decided that he was going to make this effort in the north, he should have strengthened Rupert's force, even at the expense of minor reverses in the south.

Prince Maurice was at this time employed in besieging Lyme in Dorset, and demanded reinforcements. Though this place was an unimportant harbour, the King granted them, thus weakening his main offensive. The Parliament showed no more foresight and sent large reinforcements to the siege of Oxford, where the King was, and to the relief of Lyme.

*Security.*

This important principle by which a force prevents surprise and also the attainment of information by the enemy does not seem to have been appreciated by either side to any great extent. When Essex, on 26th July, 1644, had his force surrounded at Lostwithiel, in Cornwall, and there was no hope of extricating all his troops, he ordered Balfour with the cavalry to try and break through the Royalists and make for Plymouth.

On this occasion, through the slackness of the outposts of the force opposed to him, and to the fact that Goring, who commanded them, was drunk, he was able to escape with practically no loss.

A further case of lack of vigilance on the part of the King's troops is shown when Cromwell surprised an advanced guard of the Royalists in quarters at Bovey Tracy, on which occasion, it appears they had no protection out at all. The officers were gambling in an inn and only escaped by flinging their stakes out of the window, which the Parliamentary troopers stopped to collect. The majority of the men got away, but Cromwell captured 400 horses.

Certainly Cromwell seems to have been the only Commander who realised the value of security and no cases have been recorded in which his own troops were ever taken by surprise. His system of outposts was sound and he realised the advantages of early information of the enemy's movements.

To obtain this he had organized definite reconnoitring bodies specially trained in obtaining information and grouped under an officer known as the Scoutmaster.

*Mobility.*

Compared to marches of modern times the movements of the forces engaged in this campaign seem slow—due mainly to bad communications and improvised transport arrangements.

Cromwell was the only commander who ever seemed to bother about mobility. In a march during the winter of 1648, from Pembroke to Doncaster, *via* Warwick and Nottingham—a

distance of approximately 295 miles—his force covered it in twenty-six days, including halts, which works out at eleven miles a day. F.S.R. lays down an average day's march of a column of all arms as fifteen miles a day, with a rest at least once a week, but in the above case, the route lay over mountainous country for the first ten days and the roads were exceedingly bad the whole way. In addition to this his troops were mostly barefooted, until boots were obtained for a proportion of them at Nottingham, so that on the whole, it was no small achievement. To show that the pace was unusual at this time, the Royalist Scots, against whom he was marching did not even know he had left Pembroke until his arrival at Doncaster.

Few of the other commanders troubled themselves much as to when they arrived anywhere. The Earl of Manchester was a peculiarly inactive man, and when ordered to join Leven and Fairfax with all speed at the time that they were besieging York took eleven days to cover the distance (fifty-six miles) between that place and Gainsborough, an average of a few yards over five miles a day—probably a record for slowness.

#### *Co-operation.*

Combination of effort between the commanders on either side was very rare. From a tactical point of view several instances appear in which failure was directly due to lack of co-operation.

In the second battle of Newbury, 1644, the King had taken up a strong position north of the Kennett, with his flanks secured by natural obstacles.

As it was not possible to turn his position from either flank the Parliament forces under Manchester divided, the plan being to attack the King, in front and rear simultaneously (the latter by a detour of some miles). The rear detachment under Essex, gained its position successfully and the attack on the Royalist rear began at three o'clock in the afternoon. This attack was driven right up to the King's reserves and it was at this moment

that Manchester should have gone in from the East, but he refused to give the order, even though his officers did all they could to persuade him to do so. Consequently Essex was driven back with loss and as darkness was falling was unable to renew the offensive.

It was only then that Manchester made a half-hearted attack on the King's position from the front, which was a complete failure.

Had the original plan been properly carried out by Manchester the Parliament would have undoubtedly gained a decisive victory as their forces amounted to nearly double those of their opponents.

It will be seen from these instances that non-observance of the principles of war brought failure in every case and *vice versa*.

The ultimate success of the Parliament was due to Cromwell's appreciation of these principles, as much as to his great gift for organization.

Within just over a year of being appointed C.-in-C. (4th June, 1651) he brought the campaign to a successful conclusion by the complete defeat of the whole of Charles's forces at the second battle of Worcester, on 3rd September, 1652.

Cromwell's whole aim since being appointed C.-in-C. to get all the Royalist forces concentrated where they would stand and fight was at last realised and his success was decisive.



*THE NORTH SOMERSET YEOMANRY*

By CAPTAIN W. SHAKESPEARE

IN compiling a history of the North Somerset Yeomanry from such records as are in its possession, it is interesting to show its origin and the immediate causes which led to its enrolment. The earliest evidence we have of any military establishment in North Somerset bears the date of 9th March, 1797, when at a meeting called at Frome, Articles of Enrolment were drawn out, and Thomas Swimmer Champneys was appointed Colonel Commandant.

The rules were : that they should provide themselves in all things, except such as the Government would furnish ; that they should assemble every week for training ; and that they would assemble on the direction of His Majesty, or the Lord Lieutenant, or the Sheriff of the County, for the suppression of riots, within five miles of the town of Frome, or guard prisoners to the next town, or march to any part of the County of Somerset, in case of actual invasion, but not march to a greater distance without their consent.

The officers were to be recommended for commissions to the Lord Lieutenant, and officers and privates were to serve without pay, and Government was to be solicited to furnish arms and drill sergeants. The cavalry were to be 60 in number.

The Corps of Cavalry thus formed were approved by the Magistrates, and, on the 22nd June, 1797, a letter was sent by the Lord Lieutenant, Earl Paulet, signifying the King's gracious acceptance of their services, and giving directions for an application to the Ordnance for arms. Thus came into being the Regiment that bears to-day (1926) the title of the North Somerset Yeomanry.

On the 3rd July, 1798, the first issue of sixty-three muskets was made, and on the 1st August, 1798, forty-four scimitars and scabbards were received, and on the 1st December, 1798,

the first issue of pistols and ammunition from the Ordnance took place. In January, 1799, returns were, for the first time, forwarded to the Adjutant General.

On the 2nd October, 1801, General Horneck inspected the Regiment, and on the following day it assembled at Frome on the occasion of the public rejoicings for peace.

On 19th April, 1802, a letter was received from The Right Honourable Lord Hobart, conveying the thanks of His Majesty for their services, and the Regiment also received letters of thanks from both Houses of Parliament.

When war broke out again, in 1803, the Regiment once more offered their services, and during this period exercises took place at frequent intervals, exceeding once a week; on one occasion General Tarlton ordered a concentration; but the object of the meeting does not appear.

During the following years, constant drills and inspections by various Generals took place, with one review by His Royal Highness The Duke of Gloucester, at Bath.

On the 18th May, 1810, the Regiment marched on Bath in support of the Civil Power.

A War Office return shows that, in January, 1814, the Regiment comprised seven troops, with a total of 383 members, exclusive of officers; these assembled at Bath for twelve days permanent duty.

Owing to the escape of the Emperor Napoleon from Elba, in March, 1815, and the extensive military preparations in Great Britain, the North Somersets were under orders to hold themselves in readiness, and were accordingly mustered daily during the latter part of the month.

The year 1816 was one of serious disturbances, which continued, at intervals, into 1817. During this period the Regiment was called out in aid of the Civil Power at Frome on 29th June, 1816, at Bath on 25th December, 1816, at Bath on 5th January, 1817, and in the Radstock area on 1st March.

It would appear that at this date the Regiment was considerably increased; we find that the Adjutant, Thornhill, in

a letter, states: "Agreeably to the orders of the Secretary of State (Lord Sidmouth), there can, at any time, be supplied, on very short notice, twelve troops of the North Somerset Yeomanry." These were divided into divisions, at Bath and Frome, each consisting of six troops.

By a Regimental Order, dated "Head Quarters, Mells Park, 4th October, 1820," the stores and offices were removed from Bath to Frome. In 1821 the Regiment took part in the Bristol celebrations of George IV's coronation. Towards the end of June, 1823, the Regiment was assembled at Frome under the command of Colonel Horner, for the suppression of serious disturbances, and some severe measures appear to have been necessary.

In August, 1827, the City of Bath was honoured by a visit from the Duchess of Clarence (later Queen Adelaide), who was escorted by the Bath Troop of the North Somerset Yeomanry. On the 30th September, 1828, the Bath Troop again had the honour of escorting a royal lady to the Queen City of the West, when Bath was visited by the young Queen of Portugal, Donna Maria II. In 1830, the Regiment lost the services of an invaluable officer, Lieutenant-Colonel Wickham, who on his retirement was presented with a valuable gold snuff box. This officer was succeeded by Lieutenant-Colonel Lord Edward Thynn, who was gazetted on the 14th April, 1830. On the 1st July, William IV was proclaimed King in the City of Bath, at which ceremony the Bath Troop and the Band of the Regiment were present. At the end of November, 1830, the Regiment was assembled at Frome for the preservation of the public peace, to quell disturbances in the Wincanton-Shepton Mallet areas, and it is recorded that the prompt assembling and judicious disposition of the cavalry in Somersetshire had the desired effect of checking the spirit of insubordination; on the 6th December the various troops of the North Somersets were dismissed to their homes.

¶ On Saturday, 29th October, 1831, the most serious riot that had occurred for many years took place in the City of Bristol,

in consequence of the entrance of Sir Charles Wetherell into that City, as Recorder, for the purpose of opening the Assizes. The North Somersets were called out, and did duty with various detachments of regulars for some days, being finally dismissed on the 7th November. Thus terminated the most serious disturbance that had ever demanded the assistance of the Yeomanry force up to that time. On the 19th December, 1832, an election riot broke out in the town of Frome, when the local troop was called out. The Bedminster Troop was called out in aid of the Civil Power on the 4th February, 1839, and on the 6th April the Mells, Frome and Stoneaston Troops were ordered to the neighbourhood of Radstock in support of the Civil Power. On the 7th May two troops were called to render assistance in preventing illegal meetings in Bath, under the authority of the King's Proclamation. On the 10th September, 1839, Colonel Horner retired from the command of the Regiment, having held it for thirty-five years.

On the 6th November, 1840, the stores were removed from Frome to Bath, and all returns, etc., were directed to be forwarded to that city. On 24th September, 1841, the Regiment was inspected by Lieutenant-Colonel Campbell, of the 9th Lancers.

In 1843, the Regiment sustained an affecting loss in the death of their estimable Colonel, as recorded by a short and impressive memorandum by his friend and successor :

“ 1843 ”

“ Poor Fortescue Horer died,

Lamented by all who served under him.”

The year 1848 opened with the third revolution in France, the dethronement of Louis Philippe and subsequent disturbances in the whole continent of Europe. In a minor degree these events affected the West Country, and an effort was made by the Chartists to hold an outdoor meeting, at night, in Bath, but prompt and decisive measures neutralized the arrangements. The storerooms and armoury were carefully guarded, and in view of the recent crisis (General Strike, 1926), the following record is worthy of notice :

“The good sense of the British Nation was roused by the danger to the public peace, and a determination was everywhere evinced by the respectable part of the community, to adhere to the law, which proved sufficient to check further progress of factious demagogues.”

An official report of the services of the North Somerset Yeomanry Cavalry, made in September, 1848, states that the Regiment had been assembled in aid of the Civil Power seven times, and the different troops and detachments had been called out sixty-four times for the same purpose.

The second half of the century would appear to have been more peaceful, as the records show little else but the usual drills and assembly for annual training, with an occasional turn out in aid of the Civil Power.

In 1854, the Regiment under Colonel William Miles, volunteered for service in any part of the United Kingdom. An incident worthy of note occurred in the year 1856. It appears that four hundred and fifty rounds of ball cartridge were missing in the Wincanton Troop; an enquiry was set up which brought an explanation that they were fired away in celebrating the victory of the Alma.

In 1863, detachments of the Regiment paraded at their troop headquarters on the 10th March, in order to celebrate the marriage of the Prince of Wales and the Princess Alexandra of Denmark. In 1864 the Queen Charlton and the North Marsh troops attended at the opening of the Clifton Suspension Bridge. In 1866, Colonel Sir W. Miles resigned and was succeeded by Lieutenant-Colonel Lord Cork.

In December, 1881, the Frome Troop escorted their Royal Highnesses the Prince and Princess of Wales from Longleat to Frome. On 13th June, 1889, the Bath Troop, under the command of Lord Charles Montague, furnished a Royal Escort on the occasion of a visit to Bath of H.R.H. the Princess Louise and the Marquess of Lorne. In 1892, the Duke of Cambridge reviewed the Regiment on 6th October at Newton Meads. On the 1st June, 1893, Lieutenant-Colonel the Earl of Cork, K.P., A.D.C., resigned and was succeeded by Viscount Dungarvon.

In 1897, the Centenary of the Regiment, a ball was given by the officers to their friends ; also a tournament and ball for the other ranks. In 1899, the Regiment was on duty at Bristol on the occasion of the visit of Her Majesty Queen Victoria.

Early in 1900, a contingent of 108 men was raised in the Regiment for service in South Africa. The officers proceeding with this contingent were Major Maxwell Sherston, Captain G. A. Gibbs, Lieutenants T. R. Symons, Thynn and J. Cook-Hurle. During this year the Regiment for the first time in its history did their annual training in camp.

On the 26th June, 1901, the active service contingent arrived in England from South Africa. In 1903 the Regiment was inspected by Field-Marshal Earl Roberts, V.C. ; he again inspected the Regiment and presented medals in 1905.

On 5th May, 1906, Captain H. G. Spencer was in command of a Royal Escort at Portishead, on the occasion of the visit of H.R.H. Princess Christian.

In 1908 the Territorial Army having come into existence, the Imperial Yeomanry ceased to exist, and the Regiment was designated The North Somerset Yeomanry. On 19th June, 1909, a detachment, under Lieutenant F. A. Liebert, received the Regimental Guidon from His Majesty the King at Windsor. In 1910 the Regiment went into camp at Windmill Hill and proceeded on manœuvres.

We now come to the Great War. On 4th August, 1914, at 6.12 p.m., orders were received to mobilize, and by 8 a.m. on the 6th, the Regiment was at its full strength, and one N.C.O. and escort had proceeded to Plymouth for S.A. ammunition. Horses were passed and purchased, and recruits enrolled to replace casualties and any men who could not sign for foreign service. All recruits were at once sent to the ranges, where an officer and staff were at duty all day, firing the necessary courses. On 11th August, the Regiment entrained for Winchester, where training was carried out, and after ten days it marched to Forest Row where the training was continued.

On 26th October, orders were received to go to France on 30th October, but the embarkation was deferred to 2nd November.

Havre was reached on 3rd November, and the Regiment entrained for Esquerdes, near St. Omer; it was ordered to Ypres on 11th November. The order read: "You will proceed with your Regiment and report to General Byng (now Lord Byng), Third Cavalry Division, at Hooze, at once, without unduly distressing your horses." The Regiment arrived at Ypres on the 12th and joined the 6th Cavalry Brigade and were immediately employed in the reserve trenches. On the 14th the Regiment went into the line at Zillebeke, relieving the 1st Life Guards, and was holding the fire trenches on the 15th, 16th and 17th, when the Brigade was withdrawn and marched to the area about Merville; during this time the Regiment had to repulse three attacks and suffered heavy casualties.

The Regiment was amongst those inspected by His Majesty the King during his visit on 30th November.

In December the Regiment was inspected by Field-Marshal Lord French, who made an address, as follows:

"We professional soldiers out here are simply engaged on our job, but you Yeomen have given up your various professions and callings and have volunteered to come out here and fight for your country, which, to my mind, is a splendid example of patriotism and one of which you should be proud. I congratulate the North Somerset Yeomanry on the fine work that it has already done in the trenches, when it rendered splendid service at a most critical moment. I congratulate and thank you."

Lord Byng also inspected the Regiment and congratulated it on its work.

The winter was spent in route marching and training, and on 14th December the Regiment moved up with the Division in support of the operations against Wytschaete.

On 28th January, 1915, the Brigade moved up to Ypres for duty in the trenches for ten days, and held the line in Zouave Wood. The Regiment returned to billets at Steenbecque, and training. On 10th March the Regiment moved up in support of the British attack on Neuve Chapelle, but the cavalry were

not put through. On 24th April the Regiment moved up with the Brigade to Ypres at the time of the first gas attack, and were engaged in digging trenches east of Ypres at night.

On 12th May the Regiment with the Brigade went into the line, relieving the infantry, and held the line from Bellewarde Lake northward, with the 3rd Dragoon Guards on the left and the Royals in support. The enemy shelled heavily and attacked. The Regiment suffered very severely ; the total casualties on this day were 116. The following letter was addressed by the Brigadier to the Officer Commanding the 2nd Line Unit :

“ I must write and tell you how magnificently the North Somerset Yeomanry in my Brigade behaved on Thursday last, 13th May. On the evening of the 12th we took a line of trenches from the infantry. I placed the North Somerset Yeomanry and the 3rd Dragoon Guards in the front line, with the Royal Dragoons in support. From 4 a.m. on the 13th, until 8 p.m., we were subjected to the heaviest bombardment that I have experienced during this war. It was very heavy all day, and at times terrific. All ranks behaved with the greatest gallantry, and notwithstanding having their trenches blown in, and suffering heavy casualties, they never gave away a yard of the ground. The North Somerset Yeomanry behaved like perfect heroes, and Major Gostling, who commanded the King's Royal Rifles on the right of the Yeomanry, and who assisted them in every way possible, informed me that nothing could have been finer than the way in which they held their ground. I am sure Somersetshire people cannot be too proud of the way in which their brave men behaved, and I feel sure that it will be a great consolation to all those who have lost husbands, brothers or friends, to know that they died the most gallant death that can be vouchsafed to any man to die. I am sure that, however long this war may last, no Yeomanry regiment will have to its credit a more gallant performance than that of the North Somerset Yeomanry on 13th May. I should be glad if you could have a copy of this letter circulated to all those families which have suffered losses, and if you could convey to them

my heartfelt sympathy in their great sorrow. In conclusion I feel sure that your gallant county will not allow the vacancies in the Regiment here to remain long unfilled, so that it may again be in a position to carry on the splendid work which it has already recorded.

“ Yours, &c.,

“(Signed) DAVID G. M. CAMPBELL,

“ *May 19th.*”

“ *Brigadier, 6th Cavalry Brigade.*

Field-Marshal Lord French addressed the Brigade on 11th June, and the following extracts refer to the Regiment :

“ I have come here to-day for a few moments to express to you my very best thanks for the very valuable work you carried out in the last few days at Ypres . . . On the 13th May you occupied trenches which were under a most terrible artillery bombardment. Everyone speaks of the very gallant way you held those trenches and the remarkable tenacity and courage shown by you on that occasion . . . The 3rd Dragoon Guards suffered heaviest and most. On their right the North Somerset Yeomanry held their trench with remarkable courage. The 1st Royal Dragoons had the most difficult task to perform in sending up under heavy shell fire to reinforce the line of trenches . . . I condole with the Royals on the loss of their leader, Colonel Steele . . . The North Somerset Yeomanry also lost their Colonel (wounded), the second in command, Major Campbell, was killed, and the three Squadron Leaders wounded . . . The 3rd Dragoon Guards lost very severely indeed. These losses you must remember are for the Empire. . . . You practically saved the fruits of the campaign . . . I wish every officer, N.C.O. and man to understand that I thank him personally for the part he took in it . . . I feel sure that the 6th Cavalry Brigade will keep up the splendid record which they have won in this campaign.”

The following extract is taken from the Official Gazette, 11th November, 1914, to June, 1915 :

“ On the night 12th-13th the line was re-organised, the centre division retiring into Army Reserve to rest, and their

places being taken in the trenches by the two Cavalry Divisions. On the 13th, various reliefs having been completed without incident, the heaviest bombardment yet experienced broke out at 4.30 a.m., and continued with little intermission throughout the day. At about 7.45 a.m., the Cavalry Brigade astride the railway, having suffered very severely, and their trenches having been obliterated, fell back about 800 yards. The North Somerset Yeomanry on the right of the Brigade, although also suffering severely, hung on to their trenches throughout the day, and actually advanced and attacked the enemy with the bayonet."

The cavalry were engaged again at Hooze in the early part of June, and the Regiment suffered further casualties. Owing to the heavy casualties the Brigade had received it returned to billets about Steenbecque, and reinforcements of officers and other ranks were sent up.

The Brigade marched to east of Aire, and the Regiment was quartered at Estree Blanche ; in September it moved to the Bois-de-Dames, near Bruay, in support of the attack at Loos. On the 26th-27th September the Regiment, with the Brigade, was thrown in to garrison Loos while the Guards Division was being brought up.

Up to this date, from mobilization—and prior thereto—the Regiment was commanded by Lieutenant-Colonel (now Colonel) G. C. Glyn, C.M.G., D.S.O., M.V.O., T.D. ; he was appointed to Staff duties, and Lieutenant-Colonel M. R. Backhouse, D.S.O., took command.

January, 1916, saw the Regiment on a tour of duty in the trenches at Hohenzollern Redoubt (six weeks in changing reliefs), and Lieutenant Biggs (since killed), who was in charge of the Regimental Bombers, gained the M.C.

The Regiment, with the Cavalry Corps, was moved up for the battle of the Somme in July, and remained there till operations ceased at the end of September. Lieutenant-Colonel G. H. A. Ing, D.S.O., took over command of the Regiment in March, 1917, and the Regiment took part in the battle of Arras and around Orange Hill.

In May, 1917, the Regiment did a tour of duty in the trenches at Epéhy (two months in changing reliefs), and on 17th November moved up to the attack on Cambrai. On 1st December they took a tour of duty in the line at Le Verguier (six weeks in changing reliefs).

In 1918 it was decided to turn the Regiment into a Machine Gun Battalion; they had moved back to the Lines of Communication when they were suddenly sent back as drafts to fill up the 6th Cavalry Brigade, and took part in repulsing the enemy offensive; on 8th August, when the advance commenced, they took part, not as a unit, but as integral parts of the 6th Cavalry Brigade, the Regiment being split up among the 3rd Dragoon Guards, Royals, and 10th Hussars, during the operations of advance until the Armistice. On the 11th November, Armistice Day, the Regiment was in action as part of the 6th Cavalry Brigade on the outskirts of Ath, Belgium.

On the termination of the War and after demobilization the majority of the men attended at their various Head-quarters from time to time requesting that the Regiment should be re-formed, and again offering their services.

In January, 1922, the Regiment was re-formed under Lieut.-Colonel H. G. Spencer, T.D., who kindly undertook that duty, afterwards handing over the command to Lieut.-Colonel G. H. A. Ing, C.M.G., D.S.O., who commanded the Regiment for a time during the War.

In taking a retrospective view of the records of the Regiment one cannot help but notice that there appears to have existed a great deal of affection, at all times, between the officers and other ranks: the records contain a number of charming letters written on such occasions as the resignation of senior officers, and there are frequent references to the admirable conduct of the men in the ranks.

In compiling this short sketch it is natural that a great deal of the various doings of the Regiment has been omitted, but what does appear is a true record.

## *NOLAN AND THE LIGHT BRIGADE*

By LIEUT.-COLONEL F. E. WHITTON, C.M.G.

By two epithets the Charge of the Light Brigade will be for ever remembered. It was "magnificent," but it was "not war." It was magnificent in that it was a sublime example of obedience, discipline, self-sacrifice and devotion. It was not war in that the action was due to error and the wrong objective was attacked. Curiously enough Bosquet's famous criticism is always truncated. His exact words were "*C'est magnifique mais ce n'est pas la guerre. C'est de la folie.*" But we may let the last phrase pass. In any case it has been maintained, and the contention can be upheld, that the moral effect produced upon our enemy the Russians (and, be it added, the impression made upon our allies the French as well) far outweighed the losses in trained men and horses. An examination into this argument is, however, outside the scope of this article. The aim of the writer is merely to endeavour to discover upon whose shoulders the responsibility for error should be laid and to ascertain, so far as direct and indirect evidence can help to a solution, who was the "someone who blundered."

The story of the superb charge made the hearts of Englishmen burn within them. But coming as it did at a moment when the public at home was being stirred by tales of incapacity and mismanagement the disaster to the Light Brigade led to a demand for a scapegoat. The charge had been brought about by a written order, and in justly apportioning the blame the shares of three persons should have been reviewed, namely the share of him who wrote the order, of him who carried and explained it, and of him who received and acted on it. The order was written by Lord Raglan, the British commander-in-chief—or rather at his direction and partly at his dictation. It

was carried, and the contents of it explained, by an aide-de-camp. It was received and acted on by the general commanding the cavalry division. It was the intention of Lord Raglan that the cavalry should do one thing. The cavalry general did something entirely different. The Light Brigade was destroyed. Who was to blame?

Of the three soldiers mentioned above, the second—the aide-de-camp—was killed by almost the first shell fired in the action and direct evidence from him was, therefore, not available. Lord Raglan blamed the cavalry general, personally on the ground after the action, and officially, in his despatch to the Government. The general protested and stoutly maintained that he had carried out the order as received. The protest was forwarded by Lord Raglan to the War Office—after an ineffectual attempt to get the cavalry general to withdraw it—with his own *ex parte* explanation and remarks. Without any pretence at examining the question on its merits the authorities at home decided that it was prejudicial to the conduct of the campaign that any difference should exist between the commander-in-chief and his senior officer of the cavalry. The latter was therefore recalled. Such was the official ruling and it was natural that in the popular mind the blame should be attributed to him. This impression was deepened some years later by the publication of the volume, of Mr. Kinglake's vast work upon the campaign, dealing with Balaklava. Kinglake had been in the Crimea, had been on terms of friendship with Lord Raglan, and remained his fanatical admirer and devotee. It is probably on this account that his investigation into the source of the blunder is, though lengthy and detailed, partisan and violently pro-Raglan. So much is this the case that some of his arguments seem worthless and indeed mutually contradictory *inter se*.

Clearly it will be better to deal with the matter subjectively. That is to say, to consider events, not as they actually happened, but according to the impressions made by them upon the onlookers concerned; and, when looking forward to

subsequent events, to clear our minds of knowledge since acquired and to try and imagine what these onlookers thought was *going to* happen. For this, a clear idea of the terrain is the first essential. Briefly the situation was as follows: The Allies were perched upon a plateau, in form like a heart-shaped shield, with their lines facing the southern half of Sebastopol. The point of the shield is at the west, and this and the two sides are washed by the sea, while what may be called the top of the shield runs generally north and south and at a height of some seven to eight hundred feet from the plain below. From its height and position this ridge can be further likened to a minstrel's gallery overlooking the banqueting hall formed by the plain beneath. Practically everything on the plain is visible to a watcher from the gallery, although, at the same time, some of the occurrences may be quite unseen by a person situated at the foot of the gallery in the plain. Quite possibly the watcher from the gallery may forget this fact. This matter should be very carefully borne in mind as it has a distinct bearing on what follows.

An observer looking over this gallery would have Sebastopol, unseen, down by the water, to his left rear, and the allied lines and encampments would also be behind him. Looking eastwards, and below him, he would see what can be described generally as an undulating plain, sloping away from the foot of the heights on which he is standing and ending in a horizon of mountains. Somewhere over the horizon is a Russian field army. Down below him and to his right front can be made out the narrow cove of Balaklava, enclosed and almost hidden by hills. This is the British base. As for the plain it is bounded on the left by a jumble of heights, and is further divided into two separate wide valleys by a ridge or hog's back running almost at right angles towards the ridge on which the observer is standing. Along this chain of low heights wanders a road from the hinterland, and when it reaches the foot of the "gallery" it zig-zags its way up to the plateau and then sinks into Sebastopol. The road-topped hog's back is known as the

Causeway Heights and, as it affords a kind of outer rampart to Balaklava, it is crowned with six earthworks numbered consecutively from the right or eastern flank. The forts are garrisoned by Turks and within them are a few naval 12-pounders lent by H.M.S. "Diamond."

It can be seen at once that this line of forts can be considered secure only if its flanks rest on natural obstacles, for they themselves are but makeshift works. The left or inner flank is safe for it is close to, and commanded by, the height which rises to the plateau. To gain a similar security the right flank should be refuged back to the coast near Balaklava. But this is not so, and No. 1 Redoubt, situated on what is known as Canrobert's Hill, is completely in the air. The Russian field army appearing suddenly over the horizon can easily rush Canrobert's Hill and even, perhaps, mop up some of the other works in quick succession.

To the observer from the edge of the plateau, this line of forts, seen in enfilade so to speak and stretching for some  $2\frac{1}{2}$  miles into the unknown, will appear very vulnerable. In case of attack assistance from Balaklava is impossible, for the garrison there has its own inner position to defend. Assistance from the troops perched on the plateau is feasible; but their arrival will take time and their descent to the plain will be in full view of the enemy, who will be able to judge to a nicety how long he can afford to hang on while demolishing the forts. The observer thus reflecting will rejoice to see right beneath him two orderly collections of tents with row upon row of picketed horses. These are the camps of the Heavy and Light Brigades respectively, commanded by Brigadier-General the Hon. J. Y. Scarlett and Major-General the Earl of Cardigan, the whole forming the Cavalry Division under Lieut.-General the Earl of Lucan. The ground near and about the camps is not suited for cavalry, for it is hillocky and much cut up by orchards and vineyards.

The rôle of the cavalry is twofold. It is charged with the duties of reconnaissance and patrolling, besides forming a mobile

support to the garrison of Balaklava and to the inner and outer lines which defend the base. Owing to frequent rumours of possible attack by the Russian field army it has become the custom in the cavalry division to turn out every morning an hour before daylight and to await dismounted for the "all clear." And there is always a cavalry picket right out beyond Canrobert's Hill and vedettes by day along the hog's back. Lord Lucan, too, is a soldier unsparing of himself. Many a morning he and his staff will be seen moving slowly through the darkness right out to Canrobert's Hill and beyond.

Let us suppose we have in spirit seen these things on 24th October, 1854, and have returned to pass the night at headquarters on the plateau. October 25th dawns raw and cold. About 7 o'clock an aide-de-camp gallops up from Lord Lucan. He has news of grave import. The Russian field army has appeared over the horizon and an attack is being vigorously pushed against Canrobert's Hill. Lord Raglan calls for his horse and within a few moments the commander-in-chief, his chief of staff,\* with their aides-de-camp are galloping to the edge of the plateau. Here from the "gallery" the battle is spread beneath us as a panorama.

The Russians can be clearly discerned closing in on Redoubt No. 1 on Canrobert's Hill. In the South Valley is the British Cavalry Division, some 1,500 strong. The Light Brigade is halted in reserve under the southern slope of the Causeway Heights, while the Heavy Brigade, under Lord Lucan himself, is demonstrating but without coming into active collision with the Russians. A troop of our horse artillery is in action between No. 3 and 4 Redoubts. The Turks are putting up a fine resistance, but it is soon over. It is now half past seven. The Russians swarm over Canrobert's Hill and the fate of the

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\* Major-General Richard Airey. The title here used, "chief of staff," is not quite correct, but it is employed to avoid the confusion which will arise if he is given his real title of Quarter-Master-General. In the Crimea, the Q.M.G.'s duties were mainly "G," while "Q" duties fell to the Commissary-General. Possibly M.G.G.S. is the nearest modern approximation to the position held by General Airey; but as there was no "General Staff" in the Crimea it is inadvisable to use those initials.

Redoubt No. 1 proves too much for the Turkish defenders of 2, 3 and 4. They pour out of the works, a rabble, carrying kits and blankets. They surge across the valley and make for the road leading down to Balaklava, where they greet such British soldiers as they come across with cries of "Ship, Johnny, ship." The Russians quickly occupy the abandoned works, but withdraw from No. 4, as being too far forward. Meanwhile the British cavalry is seen to take up a position across the valley facing eastwards and with the left flank resting on the Causeway Heights between Redoubts 4 and 5.

The British base at Balaklava is clearly in serious danger. Its outer defence is in the hands of the enemy and now away to our left front, that is on the jumble of hills which marks the northern edge of the North Valley, large bodies of Russians can be seen. Lord Raglan promptly sends orders for two divisions to march down from the plateau to the plain; and at the same time directs that the cavalry division shall draw in closer under the ridge on which he is standing. The French commander-in-chief likewise orders infantry and two regiments of Chasseurs d'Afrique into the plain. These things, however, will take time and until the infantry can be collected and led down below, the Russians will have a free hand.

It is just at this critical moment that an imposing sight is witnessed. Moving slowly up the North Valley comes a great column of Russian cavalry, which even a quick computation can assess as consisting of 2,500 of all ranks at least. Four squadrons are seen to detach themselves from this mass and to climb the Causeway Heights between Redoubts 3 and 4. They top the rise and then drop into the South Valley and stolidly resume their way which leads to the gorge through which Balaklava can be reached. At the mouth of the gorge is a small hillock behind which are apparently some British soldiers. On the flanks are some bodies of Turks retrieved in the flight from the redoubts. As the Russians approach, apparently without suspicion, the Turks dissolve and evaporate.

The Russian squadrons still come on until within musketry range of the hillock. Then suddenly up springs a regiment of Highlanders—the Thin Red Line of history—; a few volleys are fired and the Russian squadrons wheel and gallop off.

Viewed from the ridge, or “gallery” as we have been calling it, the scene below is an extraordinary one. The great Russian cavalry column is itself now crossing the Causeway Heights and heading for the abandoned camping grounds of our cavalry division. That division is at the moment in the undulating and broken ground somewhat north of the camps. A distance to be measured merely by hundreds of yards separates it from the enemy column, but apparently no vedettes are out and it is borne in upon the watchers above that the two great bodies of opposing and contiguous cavalry are each in ignorance of the existence of the other. The great Russian mass has descended into South Valley, having in reality made a flank march across the British Cavalry Division at a distance which, though difficult to compute with exactitude, cannot have exceeded a thousand yards.

The day is to be redeemed by two prodigies of cavalry work, but so far, to the watchers from the gallery, the mounted arm of neither side has distinguished itself. In the early morning the whole British Cavalry Division had done little but look on while four redoubts were mopped up under their very eyes. The advance of the Russian cavalry has been almost like a dream, so apparently purposeless was its march. Four squadrons of it had practically blundered into an ambush and had been driven off by a weak battalion in line. And now to the consternation of the watchers above, the British Cavalry Division is letting a huge enemy mounted force saunter across its front. Briefly about 4,000 horsemen of two nations are collected in a space not much larger than an ordinary race-course and nothing is happening. To a keen cavalryman the whole day so far must have been maddening. And there is no keener cavalryman in the British Army than Captain Nolan, the aide-de-camp of the chief of staff.

Lewis Edward Nolan is no ordinary man. Of Irish stock and the son of a British officer, who on retirement had accepted the post of vice-consul in Austrian territory, Nolan and his two brothers had entered the Austrian service, he himself having risen to be the senior subaltern in a regiment of Hungarian cavalry. Resigning from the Imperial service, Nolan purchased a commission in the British Army and is now a captain in the 15th Hussars. He is a fluent linguist, speaking English, French, German, Italian and Hungarian with equal facility. He has made great progress in Indian languages. He is a brilliant swordsman and a consummate horseman. Further, he has studied his profession deeply and is the author of a book on the achievements of cavalry which has attracted wide attention. He is a passionate, nay a fanatical, believer in the power of cavalry as an arm, so much so that even amongst his fellow cavalymen he is known sometimes as "that madman." Outspoken in his criticism and impatient of what to-day we term "stickiness" he has incurred some unpopularity by his caustic criticism of the way the cavalry has been handled. Lord Lucan is his *bête noire*. Nolan's views about the cavalry are not indeed held by him alone. It is significant that, by a jeering play upon the title of the cavalry commander, that arm is frequently referred to by the army in the Crimea as the "Look ons."

Collision between the opposing cavalry forces cannot of course be much longer deferred. It is brought about by an order from Lord Raglan. It is typical of the want of co-ordination on the part of the cavalry that, whereas part of its duty is to defend Balaklava, the cavalry commander has taken no steps to assist the small infantry force closing the gorge leading to the place. Lord Raglan has already sent an order down to the lower ground, and he actually details what part of Lord Lucan's force is to be employed. The Heavy Brigade is to be sent to support the force holding the gorge. As the brigade is making its way through an old vineyard, the horses picking their way through tangled roots and briars and swampy holes, the Russian column is converging on it at a distance of

little more than three hundred yards. The Russian cavalry had been coming at a smart pace, but now checks its pace and halts. The British squadrons nearest the enemy are at once wheeled into line and, headed by the brigadier, 300 Dragoons fling themselves at the immense column. They are swallowed up; and then the remainder of the brigade hurls itself where it can into the mass, in support. The whole mass of horsemen, a British brigade almost swallowed in 2,500 Russians, rocks and heaves. In less than five minutes the whole thing is over. The Russians reel, break up and flee.

The scene is a thrilling one to the watchers in the gallery above, and enthusiasm is roused to a high pitch by the expectation that the Light Brigade will throw itself forward in pursuit, dash into the demoralized Russians and convert their hurried retirement into an absolute rout. But the Light Brigade remains glued to its ground. The first line of three regiments is mounted, but though one regiment has been seen to edge forward as if to join in the charge of the Heavies, a restraining hand has nailed it down again in its place. A solitary horseman is seen riding up and down the line. It is Lord Cardigan and men tell us afterwards that he is muttering "Damn those Heavies. They have the laugh of us this day." Eager to join in the fight, and passionately urged to do so by a captain in temporary command of one of the regiments, Cardigan has his orders and will obey them to the letter. He has been told to defend the ground where he stands and this means, he takes it, that on no account must he leave it. Wooden? Perhaps so. But in little more than an hour this solitary horseman will be at the head of his advancing brigade. He will pick out the central flash of a Russian battery as his mark to steer by; and then, without swerving, without gesture, without even once turning in his saddle, he will show his officers and men "the straight, honest road, the way down to the enemy's guns."

There is chagrin on the heights at the anti-climax to the charge of the Heavy Brigade. There is a feeling "What will

the French think ? ” for Canrobert and his staff are gazing from the gallery too. But it is doubtful if anyone feels more of a furious mortification than Nolan, the apostle of cavalry action, the “ madman ” where mounted troops are concerned.

The battlefield below has taken on a new appearance. After their defeat, the Russian cavalry streamed down the North Valley, where they rallied about a mile and a half away, and the Russian position as a whole is now in the shape of a long narrow horseshoe with the open end pointing towards the watchers on the plateau. From the effect of distance and close massing the grey cavalry columns down the valley look black, and in front of them are a dozen separate blocks, twelve pieces of Don Cossack artillery in position. The sides of the horseshoe are the jumble of hills to the left front, and on the other side the Causeway Heights on which the Russians still hold the three captured redoubts. Lord Raglan now thinks that the Russian column stretched towards him along the line of the redoubts may prove “ soft to the touch ” and he determines to start an operation in which the cavalry and infantry will combine.

He sends the following written message to Lord Lucan : “ Cavalry to advance and take advantage of any opportunity to recover the heights. They will be supported by the infantry which have been ordered to advance on two fronts. ” Clearly the whole essence of this order is that the operation is to be a joint one. The infantry, however, have not yet arrived in position, and although Lord Lucan moves his division to a “ jumping-off place, ” so to speak, so that the Light Brigade is actually in the North Valley and facing down it, he quite rightly judges that until the infantry comes up, and until he can have an opportunity of conferring with its commander, by no stretch of imagination can the “ opportunity to recapture the heights ” be considered as having arrived. Lord Raglan, in his impatience, however, seems inclined to blame Lord Lucan as minute after minute goes by and the cavalry division still remains motionless. It is easy to understand Lord Raglan’s

impatience, but it is difficult to see how he can blame Lord Lucan. Years later, when Kinglake is writing his "Invasion of the Crimea" he will lash the cavalry general with scorpions for his inaction, but the pages will merely fill us with wonder at the depths of nonsense to which lay criticism can descend. If Lord Lucan decides to start without the infantry he will be endeavouring to take a position, containing three strong points, with cavalry alone. The Russians have manned the redoubts. Their strength is unknown. Their artillery has been strengthened by some at least of the captured guns. They have been over three hours in position and must have by this taken up good lines of defence, probably tiers of musketry with sharpshooters out in front. The redoubts may not be really formidable works, but they cannot be taken by charging cavalry.

So thirty, forty—some say fifty—minutes pass away. And now occurs a blunder on the part of the headquarters staff. Not *the* blunder of the day, but an error serious enough. Some of the staff, looking through their field-glasses at the Causeway Heights, *think* that they can see artillery horses come forward with lasso tackle; they *think* this must mean that the Russians are about to carry off the captured naval guns; and this makes them further *think* that this means that the Russians are about to retreat. As a matter of fact all their theories are wrong, but without waiting to see if they are true Lord Raglan decides to send the cavalry to act. It is now of course no question of recovering the heights, for, *ex hypothesi*, the Russians are voluntarily abandoning them. Lord Raglan's anger is concerned with the possible removal of the guns, and it is a feeling easy to understand. No commander likes to see some of his artillery carried away under his very eyes; and Lord Raglan may be specially moved by what he thinks he sees. He has served under the Great Duke who has died but a couple of years ago. The Laureate's funeral ode has been read by every soldier and not least by Lord Raglan. In his ears may be ringing the noble line "He never lost an English gun." But even so, we cannot help asking ourselves "Is Lord Raglan's action

justified?" From the point of view of trophies the guns are no longer English but Turkish. It is the Turks who have lost them. Again if the Russians really want to secure them they will send them off ahead of their infantry, and it is most unlikely that the British cavalry will ever get near them. Or if the Russians cannot do this they will certainly blow them up. It is not that we suggest that Lord Raglan can complacently watch these guns being removed, but we are entitled to point out that had it not been for this display of chivalry the disaster to the Light Brigade would never have occurred. And we may reasonably ask ourselves whether the generous emotion of the soldier has not got the better of the prudent calculations of the commander-in-chief.

Of those British officers looking down from the gallery, two at least are aides-de-camp. An aide-de-camp, though technically on the staff, is not a staff officer in the sense that he shares in the deliberations of his superiors, is consulted by them, or is entitled to offer opinion or advice. He is really but a galloper or messenger. Consequently, Captain Nolan takes no part in the discussion. And, as he is not "next for duty" as messenger, he is at liberty to survey the field at his leisure and for himself. What is bound to catch Nolan's eye, and to hold his attention above all things, is the large black block of Russian cavalry, a mile and a half away down the valley, and those twelve smaller and symmetrically placed blocks in front, the Russian guns. Nolan has seen with an agony of rage the escape of the great Russian column of horse; his views about Lord Lucan are common knowledge; and as a cavalry soldier, with a boundless enthusiasm for the power of cavalry when boldly used, may it not be that he is brooding over what may yet be done to retrieve what he considers the shame of the morning? If scraps of excited conversation reach him, phrases such as "The Russians are off," "They're removing the guns," "Now's the chance for our cavalry," will he not—the cavalry fanatic and "madman"—interpret these as signifying a glorious charge down to those Russian guns in the valley below?

Whatever his speculations, they are suddenly cut short. To his surprise and to the surprise of those around, his name is called. Lord Raglan has himself selected Nolan, though out of his turn, to carry the message which has now been written. What is the reason? To Nolan and those standing by, one solution will certainly suggest itself. Nolan is known as a splendid and fearless rider. The "going" down to the plain is steep and bad. This is a case for speed and no one will get down those steeps quicker than Captain Nolan. It does not appear that Lord Raglan gives any detailed explanation to the messenger, but it is believed that he says something like "Tell Lord Lucan the cavalry is to attack immediately."

Let us, in spirit, sit behind the horseman in his descent into the plain. Nolan goes down the heights at a pace, and in a manner, that makes those above hold their breath at times. But he reaches the foot of the heights in safety. The Light Brigade is drawn up in two lines actually in the North Valley and facing down it, looking towards the Russian cavalry and guns. To the right on the slopes of the Causeway Heights is the Heavy Brigade. In rear of the Light Brigade and somewhat to the left are two brilliant units of French cavalry—Chasseurs d'Afrique. Lord Lucan is in the saddle between his two brigades. To him Nolan gallops up at furious speed and to him he delivers the note he has been carrying. Lord Lucan opens it at once.

It is a message written—and badly written—in pencil on a light blue leaf torn evidently from a pocket book, about the size of a single sheet of note-paper, the script running parallel with the longer side. It runs as follows:

"Lord Raglan wishes the cavalry to advance rapidly to the front and try to prevent the enemy carrying away the guns. Troop of horse artillery may accompany. French cavalry is on your left. Immediate.

R. AIREY."

Of this order Kinglake, the Raglanophil and civilian, will later write "This order has really no word in it which is either

obscure or misleading ;” “ the order looks clear as day ;” “ by assigning ‘ the guns ’ as the object Lord Raglan most pointedly fixed the line of the Turkish redoubts as the direction in which to advance.” Cavalrymen of to-day, whether officers, non-commissioned officers or men, read the order once again, and ask yourselves if these things, which Kinglake says, are true. Lord Raglan has told the cavalry to advance to “ the front.” The Light Brigade is in the North Valley and looking down it. The Heavy Brigade is hard by on the slopes which mark the southern edge of that valley. Where will an “ advance to the front ” lead ? Down the valley ? Or up on to the Causeway Heights ? And then “ try to prevent the enemy carrying away the guns.” From where Lord Lucan is posted neither enemy or guns of any kind are visible. Lord Raglan has clearly forgotten that what he can see from his post, eight hundred feet above, is not necessarily visible to an officer in the ground below. Again, “ the ” guns. Is there anything to suggest that these are the British guns, lent to the Turks and lost by them ? If the enemy is reported to be “ carrying away ” guns will not the recipient of the order naturally think that it is the enemy’s own guns ; and that, guns in the act of being limbered up and withdrawn being a notoriously vulnerable objective, it is against such guns that the cavalry division is to act ?

Lord Lucan is frankly bewildered by the order. He may not be a born cavalry leader, but he is a brave soldier, conscientious to a degree in carrying out his duty, and well known to be an exceptionally clear-headed man. All he can make out is that he is to attack some unknown battery, in some position that has not been revealed to him, and for some reason which has been withheld. The order says “ advance rapidly to the front.” Can it be that Lord Raglan wishes to send the cavalry right down the North Valley against a battery apparently there, while at the same time both sides of the valley are held by the enemy in force ? The place is a death trap. If this is the meaning of the order, then the order is a mad one.

Lord Lucan begins to protest against a useless sacrifice of his division, but is cut short by the curt, almost peremptory words of the aide-de-camp, "Lord Raglan's orders are that the cavalry shall attack immediately."

The cavalry general has been in the saddle since before dawn, for he had made his customary tour right out beyond Canrobart's Hill before daybreak. He is tired, possibly hungry, certainly puzzled and probably angry. So he says what, in the circumstances, any cavalry officer would have said, and with the tone any cavalry officer would have used "Attack, sir! Attack what? What guns, sir?"

The words are spoken with heat and anger, and with heat, anger and insubordination comes the instant reply:

"*There*, my lord, is your enemy; *there* are your guns." And as he speaks, Nolan points down the valley.

Lord Lucan feels that the last word has been spoken. The Light Brigade will be sent and he will support them himself with the Heavies. He trots off alone to the ground in front of the 13th Light Dragoons where Lord Cardigan sits in the saddle. Nolan rides into the interval between the 13th and the 17th Lancers, and tells his friend Captain Morris, commanding the latter regiment, that he will ride with the brigade in its task.

Casuists and cavillers will arise in plenty who, from the club arm chair, will tell us what Lord Lucan ought to have said and done. Thus he should say: "Calm yourself, Captain Nolan, and explain clearly what guns you mean, etc." or "Before I place you in arrest, sir, for your insubordinate behaviour, I order you to state clearly, etc., etc." All this is beside the point. Lord Lucan has definitely asked where is the enemy and what are the guns he is to attack. The aide-de-camp has pointed down the valley and has used words incapable of any meaning but one.

Lord Lucan imparts the order to Lord Cardigan. They are brothers-in-law and hate each other, but military punctilio is observed. Lord Cardigan brings down his sword in salute and says "Certainly, sir, but allow me to point out to you that

the Russians have a battery in the valley in our front, and batteries and riflemen on each flank." Lord Lucan gives some sign of assent, shrugs his shoulders, says that it is Lord Raglan's positive orders. Lord Cardigan salutes again, mutters "Well, here goes the last of the Brudenells," rides to Lord George Paget, commanding the 4th Light Dragoons, and enjoins his best support. Then placing himself alone in front of the brigade, he speaks quietly "The brigade will advance. Walk march. Trot," and the regiments comply.

The 13th Light Dragoons and 17th Lancers are in front, having dropped the 11th Hussars, by Lord Lucan's order, as behind a second line. Behind again, and in support, are the 8th Hussars and 4th Light Dragoons. The pace is a steady trot. And now, when but fifty yards have been covered there happens an incident round which controversy will centre until cavalry is no more. Nolan, riding in the leading line, puts spurs to his horse and gallops to the front. Morris, seeing it, calls out "No, no, Nolan, that won't do; we have a long way to go and we must be steady." But Nolan heeds him not. He gallops furiously, crosses the brigade commander from left to right, turns in his saddle and waving his sword shouts some words which cannot be understood. Immediately a Russian shell bursts near Lord Cardigan and a fragment strikes Nolan in the chest laying bare the heart. His sword drops, but with arm still stretched high Nolan remains erect on his charger. An unearthly cry bursts from his lips. His horse wheels round and gallops back to the ranks of the 13th, passes through an interval, and Nolan drops from the saddle dead.

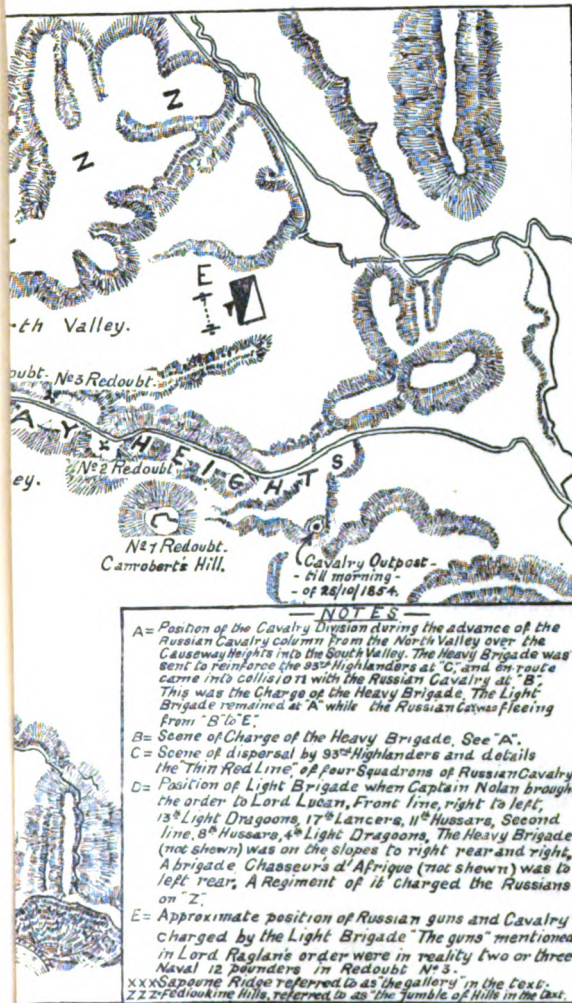
What had he meant to do? Three explanations have been suggested. Of these the first is rather hinted at than definitely expressed. It is that Nolan had galloped down with no knowledge of the contents of the note he bore; that, exasperated by the confusing contents of the message and by Lord Lucan's apparent hesitation, he determined that the cavalry should do something quickly; that he gave the guns in the valley as the first thing he could think of; and that,

the advance once started, he had determined to "take charge" so to speak, and force the hand of the brigadier should there be any sign of checking the advance. As has been said, this theory has merely been hinted at and it has several obvious weak points. The second suggestion is that Nolan was convinced that Lord Raglan meant the cavalry to charge the guns in the valley, but that he (Nolan), brooding over the inactivity of the Light Brigade in the morning, was fearful lest Lord Cardigan might not have the resolution to "go all out," and that the steady trot might die away to a halt rather than accelerate into a gallop and a charge. In this case Nolan may have wished, contrary though his action would be to every possible rule of discipline or even of etiquette, to get the brigade into a gallop at once and then let the rest take care of itself. If this suggestion appears absurd it is quite clear that some such theory occurred to Lord Cardigan, and that, quite naturally, he was furious at the insult he conceived to have been put upon him in front of his brigade. The third suggestion, indeed positive statement, is that of Kinglake. He argues at great length, and with considerable skill and cogency that Nolan never had any idea of a charge down the valley; that he understood that Lord Lucan interpreted the order as one to prevent the Russians removing the British guns from the redoubts on the Causeway Heights; and that now, seeing Lord Cardigan heading straight down the valley, he rushed out to correct the error and to try to get the brigade to bring left shoulders up so as to make for the Causeway Heights. The theory is plausible, but it is open to the objection that it leaves unanswered the question: Why did Nolan point down the valley when saying "*There are your guns*"? Kinglake tries to get over the difficulty by an airy statement that the difference in direction was after all little more than twenty degrees. But twenty degrees are a great deal in direction, as anyone can prove who rides out into the Long Valley with a prismatic compass and tries for himself. And it makes all the difference in the world when in the one case it means pointing

down a valley and in the other pointing to the top of the ridge which bounds it.

There is another possible solution, which, as being an original one, the writer of this article puts forward with some temerity. It is that Nolan rode down to Lord Lucan, convinced that the Russian guns down the valley were the objective intended. But that, when the advance began, his attention was caught by guns firing from the Causeway Heights. That scraps of the conversation heard in the "gallery" above came back to him again, but now with a different meaning. That possibly the words "the guns," when remembered in conjunction with other scraps of the conversation, now took on the signification not of the Russian guns at the end of the valley, but of the British guns lent to, and captured from, the Turks in the redoubts. That in a flash he realized the possibility of having, while his attention above in the "gallery" had been occupied with the Russian guns, failed to put two and two together. And that now, and *now for the first time*, he realized his error. By his error he had told Lord Lucan wrong and he had induced the divisional commander to send the Light Brigade to destruction. What is to be done? Dash to the front and try and head the brigade in the right direction. Useless to try and explain to Lord Cardigan, who is overbearing, long winded and pompous. He will probably halt the brigade, exposed in the open, and demand Captain Nolan's reasons. Better get the brigade on the proper line and explain when it is racing for the Causeway. Anything is better than to let it continue on its death ride down the valley. And so he hurls himself to the front and crosses the commander from left to right. Such is the author's theory and it seems to be the only one which satisfactorily accounts for Nolan's two actions; his pointing down the valley when talking to Lord Lucan, and his frantic waving of his sword towards the Causeway Heights a few moments later.

"Someone had blundered." Nolan certainly committed some blunder, but if he did so, it was rendered possible merely





by a series of blunders on the part of the commander-in-chief. Lord Raglan blundered in thinking that the Russians were retiring from the Causeway Heights. He blundered in forgetting—as he quite obviously did—that Lord Lucan's range of view was something quite different from the view open to those watching the battle from the heights above. Further he sent an order to a clear-headed cavalry general about guns, and the recipient had to ask "What guns?" That such a question should have been asked is *prima facie* evidence that the order was a confusing one. And a commander-in-chief who sends a confusing order during a battle commits as big a blunder as can be committed in war.



*THE*  
**11th PRINCE ALBERT VICTOR'S OWN CAVALRY**;  
 (FRONTIER FORCE)

By COLONEL C. B. DASHWOOD STRETTELL  
 Commandant of the Regiment

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“*Delhi, 1857.*” “*Lucknow.*” “*Ahmad Khel.*”  
 “*Kandahar, 1880.*” “*Afghanistan, 1878-80.*”  
 “*Mesopotamia, 1915-18.*” “*Kut-al-mara, 1917.*”  
 “*Baghdad.*” “*Khan Baghdadi.*” “*Sherqat.*”  
 “*3rd Afghan War.*”

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Composition

1 Squadron of Dogras, 1 of Sikhs and 1 of Punjabi Mussulmans

Colonel

Major-General Charles A. C. Godwin, C.B., C.M.G., D.S.O.

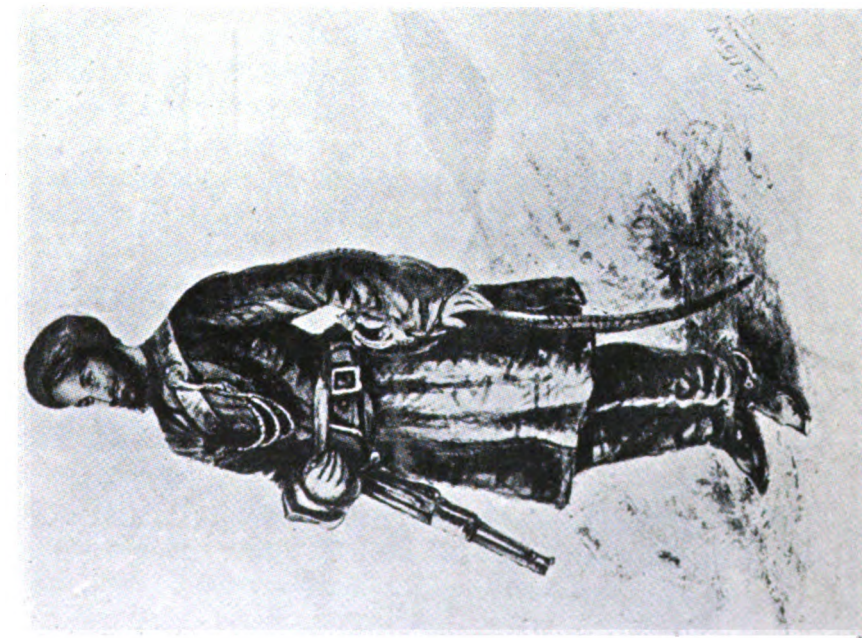
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IN the short space at my disposal it is of course only possible to give a mere outline of the histories of the two distinguished Regiments which were amalgamated in 1921, to form the 11th Prince Albert Victor's Own Cavalry (Frontier Force).

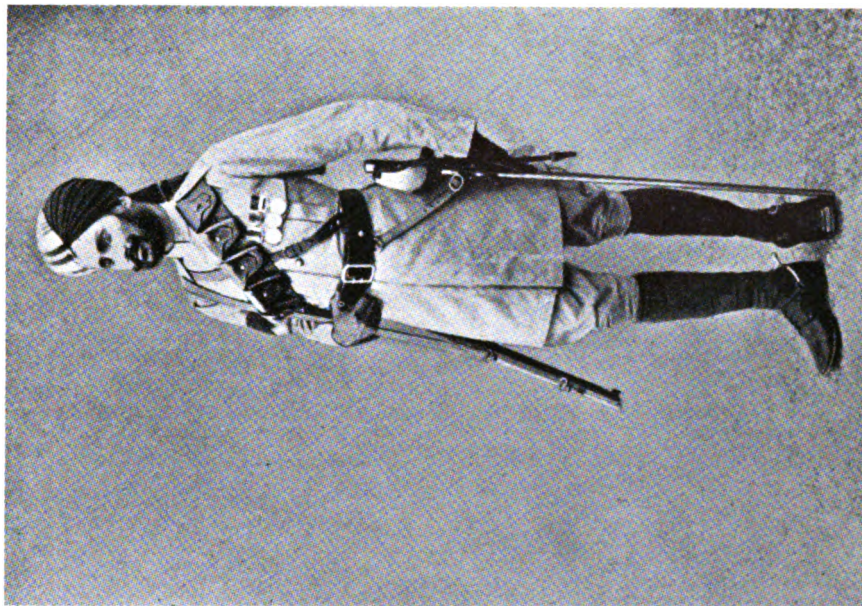
The 1st Punjab Cavalry was raised in Peshawar, in May, 1849, by Lieutenant H. Daly, while, in the same month of the same year, the 3rd Punjab Cavalry was raised at Lahore by Lieutenant W. G. Prendergast.

Both Regiments formed, from the very beginning, part of the Punjab Irregular Force, which was raised by Government immediately after the annexation of the Punjab.

To this famous force, afterwards renamed the Punjab Frontier Force, and generally known as “The Piffers,” was



1851



1926



entrusted the guardianship of the North West Frontier and, when at its full strength, it held from Rajanpur to Kohat, the mouth of the Swat Valley at Mardan, and controlled the Black Mountain from Abbottabad.

Kipling, in "The Lost Legion," aptly describes the force and duties :—

"You must know that all along the North West Frontier of India there is spread a force . . . whose duty is quietly and unostentatiously to shepherd the tribesmen in front of them. They move up and down, and down and up, from one desolate little post to another ; they are ready to take the field at ten minutes notice ; they are always half in and half out of a difficulty somewhere along the monotonous line ; their lives are as hard as their own muscles, and the papers never say anything about them."

The services of the two Regiments can only be dimly gathered from the list of battle honours which head this account. In the old days campaigns were carried out by the Frontier Force almost yearly, which in later years would have been recalled by a battle honour, but which "The Piffers" looked on as part of their daily routine.

In 1850 the 3rd Punjab Cavalry was utilised to suppress a mutiny of the 68th Bengal Native Infantry, who were stationed at Fort Govingarh, Lahore.

In 1852 this Regiment lost over 300 horses from "Surra," a disease which is quaintly described, by the Commanding Officer of the time, in the "Digest of Services of the Regiment," as "Necromancy." This serious loss crippled the regimental funds for years, and eventually a special loan to the Chanda Fund had to be made by the Government. In 1857 the 3rd Punjab Cavalry was left to guard the Frontier, but the more fortunate 1st Punjab Cavalry took a most distinguished part in suppressing the Indian Mutiny.

After various services at the Multan, Ambala and Karnal, a composite squadron was detailed for service in front of Delhi, the remainder of the Regiment going to Saharanpur.

In 1858 the Regiment formed part of a movable column below Hardwar. The squadron at Delhi was associated, in most of the operations in which it took part, with one squadron each of the 2nd and 5th Punjab Cavalry. Later it was employed in Oudh, being engaged most successfully on innumerable occasions against the mutineers.

The Regiment formed part of Lord Clyde's army and, after the breaking up of that force, it took part in operations in the Terai, eventually returning to the Frontier, to Rajanpur Cantonment, in October, 1860. On 6th January, 1864, in G.G.O. No. 4 of that year it was intimated that:

"Her Majesty had been graciously pleased to command that the words "Delhi" and "Lucknow" should be borne on the Standards, Colours or Appointments of *inter alia* the 1st Regiment of Punjab Cavalry, to commemorate its services at the Siege of Delhi, at the Relief of Lucknow and the Capture of Lucknow."

In February, 1864, the Punjab Irregular Force was placed under the Commander-in-Chief and, from this date until the disbandment of the force, the appointment of British Officers to the force was directly in the hands of the C.-in-C.

In 1868 the colour of the lace of both Regiments was changed from silver to gold, while, in 1873, the 3rd Punjab Cavalry was permitted to retain its black leather appointments, the result being that, until amalgamation, all its gold lace was on black leather instead of red, and the full dress pouch was dark blue cloth instead of red.

On 30th September, 1878, the 1st Punjab Cavalry marched from Dera Ghazi Khan to join the Quetta Field Force and take part in the campaign against Afghanistan. It was part of the force which occupied Kandahar in January, 1879, and was employed continuously on service in Afghanistan during this year.

The 3rd Punjab Cavalry also took part in the Afghan Campaign in 1879 and reached Kabul on 8th April, 1880.

In the meantime the 1st Punjab Cavalry had marched from Kandahar to Kabul and took part in the actions of Ahmad

Khel, 19th April, 1880, and Ghazni, 24th April, distinguishing itself on both occasions. After these actions the Regiment marched down the Logar Valley, reached Kabul on 5th August and left for India on the 11th of that month. Meanwhile the 3rd Punjab Cavalry had been engaged variously in the vicinity of Kabul until it was detailed to form part of the Kandahar Relief Force.

On 8th August, this force, under the command of Sir Frederick Sleigh Roberts, V.C., K.C.B. (afterwards Earl Roberts, V.C., K.G.), set out from Kabul on the famous "Kabul—Kandahar March," reaching the latter place on 31st August.

The day after the arrival of the force at Kandahar the action of Kandahar was fought and the Afghans were severely defeated. In this action the Regiment greatly distinguished itself, accounting for about 150 killed, of which "C" Squadron, under Captain C. C. Egerton, alone were estimated to have sabred 70.

On 20th September, the Regiment commenced its return march to India, taking part, when it reached Sibi, in the operations against the Maris.

Both Regiments continued to serve on the Frontier.

In 1890, in commemoration of the visit to India of Her Majesty the Queen Empress' eldest grandson, H.R.H. Prince Albert Victor (the elder brother of H.M. King George V) the Duke of Clarence and Avondale, the 1st Punjab Cavalry was given the title of "Prince Albert Victor's Own."

In 1894, the 3rd Punjab Cavalry carried out a remarkable march. At midnight 15th-16th November, telegraphic orders were received for the wing of the Regiment at Kohat to march to Bannu at once, as the latter place was reported to be threatened by Waziris. The wing started at 6.0 a.m. on the 16th November and reached Bannu, a distance of eighty miles, at 11.0 a.m. the next day; the baggage mules arriving three hours later. Men and horses arrived fit and ready for action and the only casualties were 1 mule, and 2 severe and 7 slight cases of rubbed withers.

In this year one squadron of the 21st was employed near Wano in Waziristan ; during the course of the operations the Waziris rushed the camp of the column at night, and were ejected with difficulty ; the squadron of the 21st took up the pursuit of the retreating enemy at dawn and caused great execution among them. As the result of this action, four N.C.O's. and men were given the Order of Merit.

In 1897 the 21st Cavalry were employed in Waziristan.

In 1897 the 3rd Punjab Cavalry was much split up. One wing took part in the operations in Waziristan and the Tochi, the other wing was at Kohat and was engaged in the action of the Ublan Pass, on the 27th August, and then joined the Kurram movable column, participating in all the actions up to Thall, while fifty sabres took part in the operations in the Kurram Valley, in the vicinity of Parachinar.

Despite the fact that practically every man of the Regiment had been engaged in the operations, on no single occasion had more than two squadrons been employed at the same time, consequently, under the regulations, the Regiment was not granted the distinction of "Tirah."

In 1898, the 3rd Punjab Cavalry won the Punjab Frontier Force Polo Tournament for the first time.

In 1902, under Lord Kitchener's scheme for the reorganization of the Indian Army, the Punjab Frontier Force was broken up and all the units of the Army were renumbered, the 1st and 3rd Punjab Cavalry becoming the 21st and 23rd Cavalry respectively.

The last General Officer Commanding the Punjab Frontier Force was Major-General C. C. Egerton (afterwards Field-Marshal Sir Charles Egerton, G.C.B., D.S.O.), who had served in the 3rd Punjab Cavalry all his life, until, appointed, as a Lieut.-Colonel, as Commandant of the 8th Bengal Cavalry. This distinguished officer was afterwards the "Colonel" of the 23rd Cavalry Frontier Force.

The 23rd Cavalry won the Punjab Frontier Force Polo Tournament in 1907, 1908 and 1910 ; they also won the Indian

Cavalry Tent Pegging in 1909 and 1910, and were equal first in 1911, losing the tie on points.

This brings us to the outbreak of the Great War, at which date the 21st were at Jhelum and the 23rd at Lahore Cantonment. A proposal to send the 21st to France, with the Sialkote Cavalry Brigade, was not approved and both regiments settled down to the work of internal security and preparing drafts for other regiments.

In 1914, the following drafts were sent by the two regiments: one of fifty men, Sikhs and Hindustani Mussulmans, to the 20th Deccan Horse, by the 21st; one of fifty Sikhs, to the 36th Jacob's Horse and one of fifty Hindustani Pathans, to the 4th Cavalry, by the 23rd.

In 1915, the 21st sent a mixed draft to the 20th Deccan Horse, consisting of twenty-seven men, and another of thirty-one Pathans, to Jacob's Horse.

In May, 1915, the 23rd Cavalry proceeded to Mesopotamia, where they were employed, in Ahwaz and the vicinity, in the defence of the Anglo-Persian oilfields, whose main field was at Maidan-i-Naftun. Owing to the distance between this area and the main line of communications, it was found to be impossible to relieve the Regiment for some time, and they did not get away till October, 1917.

During this time the Regiment was continuously employed in keeping order in the district, patrolling and escorting vast herds of sheep, etc., to Amara, on the Tigris. Several squadrons were, at various times, engaged most successfully against Bakhtiari, Sagwands and Arabs and received the congratulations of the Commander-in-Chief, the result being that the whole district was brought into complete order.

The country teemed with game and the magnificent pig-sticking at Shush (the ancient Susa) will live long in the memories of those who were stationed there.

In 1916, the 21st sent the following drafts: twenty-seven Pathans to the 23rd Cavalry and twenty-eight Dogras to the 16th Cavalry, while the Regiment also furnished a party of

twenty-six Sikhs for duty as Consular Escort at Kermanshah, Persia, which party returned in 1917.

In September, 1916, the 21st Cavalry joined the Mesopotamian Expeditionary Force and became part of the 6th Cavalry Brigade, in the Cavalry Division, and as such it participated in the preliminary operations round Kut-al-marah.

In 1917, as part of the same Division, it took part in the demonstration against the Kut-al-Hai Arabs, and again, in an attempt to encircle the Turks at Kut-al-marah, *via* Jessan, which, however, proved abortive owing to rain rendering the marshes impassable.

In February, after Kut-al-marah had been recaptured, the Regiment took part in the subsequent pursuit to Baghdad, including the Battle of Lajj.

In March, a wing of the Regiment, as part of a special force, reconnoitred as far as Felujah on the Euphrates, and then the Regiment, as part of the Cavalry Division, was engaged in the Dialah Operations.

In April, it was detached from the 6th Cavalry Brigade and, as part of Cassels' Column, participated in the actions fought in the vicinity of Chiala and of the Shatt-al-Adhaim. In the latter action the Regiment in the course of a long pursuit, captured 800 prisoners. These particular operations were ended by the occupation of Samarra a few days later.

After several months on detached duties the Regiment rejoined the 6th Brigade and, in September, took part in the second battle of Ramadie. In this battle the 6th Cavalry Brigade reached and occupied a position astride the Aleppo Road, which was the Turkish line of retreat, and as the result of this, the attempt made by the Turks to retreat during the night was completely frustrated and, in consequence, the whole Turkish force surrendered.

In November, as part of the Cavalry Division, the Regiment took part in the battle of Daur-Tekrit, after having carried out a series of night marches, and, after the battle, the Regiment was specially complimented on its steadiness in action by the Brigade Commander.

In December, after holding an outpost line on the Jebel Hamrin, as part of the Division, the Regiment returned to divisional camp at Sadiyah, where intense cold was experienced, 20 degrees of frost being registered on several days during this month.

In October, 1917, the 23rd Cavalry were relieved at Ahwaz by the 5th Cavalry and were taken by steamer, down the Karun and up the Shat-al-Arab, to Nahruma. Horses and saddlery were exchanged with the relieving regiment and some days were spent in re-equipping, after which the Regiment marched to Baghdad and joined the newly formed 11th Cavalry Brigade under the command of Brigadier-General R. A. Cassels.

Early in March, 1918, with the remainder of the Cavalry Brigade, the 23rd Cavalry took part in the operations in the vicinity of Hit and carried out the successful pursuit to Khan Baghdadi and Anah. The result of these very successful operations being to postpone indefinitely Von Falkenheim's plan of a Turkish advance on Baghdad *via* Aleppo and the Euphrates.

Enormous captures of shell and military stores showed that the threat had been a very real one.

Shortly after the above operations the 21st, as part of the 6th Cavalry Brigade, took part in the operations in the vicinity of Tuz Khurmatli and Kirkuk, driving the Turks across the Lesser Zab River, and thus clearing our right flank to enable operations to be carried out against Turkish troops on the Jebel Hamrin, and the 7th Cavalry Brigade to reconnoitre the Turkish position at Fathah.

During these operations the 6th Cavalry Brigade carried out a very successful charge against a Turkish battalion on the march; in this charge the 21st captured about 350 and sabred about 100 of the enemy.

In October, 1918, the 23rd Cavalry, as part of the 11th Cavalry Brigade, participated in all the operations which led to the fall of Mosul. In the course of these operations some very long marching was carried out by the brigade, culminating

in the fording of the Tigris and the occupation of a position near Hussainiyeh, across the line of retreat of the Turkish Sixth Army.

After two days of severe fighting, in a very precarious position, the brigade was reinforced, on the 27th October, by an infantry battalion and the 7th Cavalry Brigade, and on the 28th the whole Turkish Army surrendered.

The Regiment marched to Mosul and, after a few days, returned to Baghdad, and from there was sent back to India, arriving in Meerut in January.

In 1919, both regiments were ordered up to take part in the third Afghan war, but beyond minor night operations against outlaws neither regiment was engaged.

Under the orders for the reduction of the Indian Army the 21st and 23rd Cavalry were amalgamated into one regiment on 6th June, 1921, and the amalgamated regiment was eventually given the title of :

“The 11th Prince Albert Victor's Own Cavalry (Frontier Force)” and was allotted to the 4th Cavalry Group ; the other regiments of the group being :

The 10th Queen Victoria's Own Corps of Guides, Cavalry (Frontier Force), and the 12th Cavalry (Frontier Force).

One of the most interesting men who ever served in the Regiment is Jemadar Jahangir Khan, who retired on pension when the amalgamation took place.

This distinguished Indian Officer retired after forty-two years service in the 23rd Cavalry. He served in the 2nd Afghan War and took part in the “Kabul—Kandahar March,” and was present with the Regiment through the whole of the Mesopotamian campaign, during which he was never sick for a single day.

He must be almost unique to have been a serving soldier during these two campaigns. He was in possession of ten medals and decorations when he left the Army and, at the time of writing, is still hale and hearty ; may he live long to enjoy his well-earned pension and honours.

In April, 1924, Major-General Charles A. C. Godwin, C.B., C.M.G., D.S.O., was appointed Colonel of the Regiment. This distinguished officer had served for over twenty years with the 23rd Cavalry Frontier Force.

Since amalgamation the Regiment has been stationed at Rawalpindi until the end of 1925, when it moved, on relief, to join the 2nd Indian Cavalry Brigade at Sialkot.

During this period the Regiment has had a very successful career at polo, winning, among other tournaments, the Inter-Regimental, 1924 and 1925. During each of the last three years it has been noted as being "distinguished" at signalling, and in 1926 it won the "O'Moore Creagh Cup," open to Hotchkiss gun teams from squadrons of Indian cavalry regiments.



### REGIMENTAL ITEMS OF INTEREST

*5th/6th Dragoons, Risalpur (N.W.F.)*

*Period 16th Feb., 1926, to 22nd May, 1926*

THE Regimental representatives who took part in the Peshawar District Assault-at-Arms at Peshawar during February, 1926, obtained the following:

<i>Officers' Jumping</i>	.. ..	1st.	2nd Lieut. R. P. Harding.
<i>Assault Course (Open)</i>	.. ..	1st.	S.S.M. (R.I.) G. Gough.
<i>Half-Mile Race</i>	.. ..	2nd.	L/Cpl. Rainer.

2nd Lieut. R. P. Harding also won the following events:

*Open Jumping* at "L" Bty. R.H.A. Annual Sports, Risalpur.  
*Open Jumping* at The Peshawar Vale Hunt Show.  
*Army Racquets Singles Championship* held at Rawalpindi.

At the Rawalpindi Horse Show held during March, 1926, the following were successful:

<i>Jumping (British Other Ranks)</i>	1st.	S.S.M. Bennett, M.M.
<i>Individual Troop Horse</i>	.. 1st.	Tpr. Hall.
	3rd.	Tpr. Walker.

Each of the following tournaments was won by one of the three Regimental teams entered:

<i>Mardan Autumn Tournament</i>	Final against The "Flags."
<i>N.W. Frontier Tournament</i> ..	" " Probyn's Horse.
<i>Nowshera Junior Tournament</i>	" " Guides Cavalry.
<i>Mardan Spring Tournament</i> ..	Subsidiary Final against Central India Horse "B."

The Tradesman's Cup Tournament at Rawalpindi was won by the Regimental team that entered.

In the Subaltern's Tournament at Meerut, the Regimental team, which consisted of Mr. P. W. R. Kaye (back), Mr. C. F. Keightley (3), Mr. M. P. Ansell (2), Mr. F. P. B. Sangster (1), was defeated in the second round by the 12th Cavalry, who subsequently won the tournament.

Captain W. H. Buckley has gone on leave to Bangalore for six months to hunt the pack of hounds which he started whilst the Regiment was stationed there. New kennels have been built for the pack which now consists of thirty-three couple of hounds.

*2nd Lancers (G.H.)*

The Regiment entered for the Bombay Open and Junior Polo Tournaments in February. The former was not held owing to insufficient entries and the latter the Regiment won for the third year in succession, beating H.E. The Governor's Staff Team by 9 goals to 2 in the final.

Two teams of three entered for the Mahableshwar Tournament, the "A" Team being beaten by the "B" Team, which lost the final to a team brought down by H.H. The Maharajah of Baria.

The Regiment went to Bombay in April to take part in the ceremonies in connection with the arrival of H.E. Lord Irwin as Viceroy, and the departure of Lord Reading.

H.E. Field-Marshal Sir William R. Birdwood, Bt., G.C.B., G.C.M.G., K.C.S.I., C.I.E., D.S.O., Commander-in-Chief in India, inspected the Regiment in April and dined with the officers.

The Gujarat Cup Pigsticking Meeting was revived this year and was held in April at Kharaghoda.

Captain C. E. L. Harris won the Salmon Cup and was runner up in the Gujarat Cup.

Risaldar Abdul Latif Khan, I.D.S.M., has been appointed Risaldar Major of the Regiment.

*11th P.A.V.O. Cavalry (F.F.), Sialkot, India*

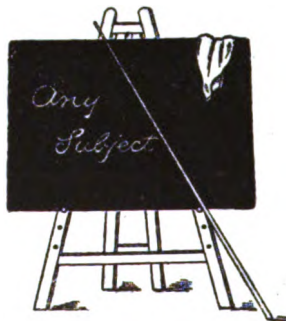
Previous to the breaking up of the Punjab Frontier Force, in 1902, the Regiments of that force used to live in garrison messes, and, in consequence, did not collect pictures, etc., to the same extent as other regiments did.

The Officers of the 11th P.A.V.O. Cavalry (F.F.), which is the Regiment formed by the amalgamation of the two Regiments which were originally called the "1st Punjab Cavalry" and the "3rd Punjab Cavalry," are extremely anxious to get hold of any pictures dealing with the period 1849 to 1902, especially those depicting officers and men in the old uniforms.

If any readers of the CAVALRY JOURNAL have in their possession pictures which would be of interest to the Regiment and which they would be prepared to sell or allow photographic copies to be taken, would they kindly assist by communicating with: The Mess President, 11th P.A.V.O. Cavalry (F.F.), Sialkote, Punjab, India.

When so doing would they kindly state:

- (a) The subject of the picture ;
- (b) Whether a print, painting, etc. ;
- (c) The size ;
- (d) If willing to sell, and at what price ; and
- (e) If they are willing to have the picture photographed.



## NOTES

### REGIMENTAL ALLIANCES

His Majesty the King has been graciously pleased to approve of the following Alliances :

#### AUSTRALIAN MILITARY FORCES

The 22nd Light Horse Regiment to the 9th Queen's Royal Lancers.  
The 16th Light Horse Regiment to the 16th/5th Lancers.

### HOME MAGAZINES

The Editor acknowledges with thanks the receipt of the following journals :

TITLE.	DATE.
<i>The Ypres Times</i> .. ..	July, 1926.
<i>Journal of the R.A.M.C.</i> .. ..	July, August & Sept., 1926.
<i>Royal Tank Corps Journal</i> .. ..	July & August, 1926.
<i>Artists' Rifles Journal</i> .. ..	Summer Number.
<i>Scarlet &amp; Green Journal</i> .. ..	First Number.
<i>Royal Engineers' Journal</i> .. ..	June, 1926.
<i>The Fighting Forces</i> . . . .	July, 1926.
<i>On the March</i> .. ..	July, 1926.
<i>The Wasp</i> .. ..	July, 1926.
<i>Royal Army Service Corps Journal.</i>	July, 1926.
<i>Faugh-a-Ballagh</i> .. ..	July, 1926.
<i>The White Lancer</i> .. ..	July, 1926.

### THE SMALL ARMS SCHOOL

War Office, 20th July, 1926.

The Small Arms and Machine Gun Schools have been amalgamated under one commandant. The amalgamated schools will be known as the Small Arms School, with headquarters at Netheravon, and will consist of two wings: the Hythe Wing for rifle, light automatic, bayonet, grenade and revolver instruction; and the Netheravon Wing, for machine gun instruction.

## ECONOMICS FOR ARMY OFFICERS

The War Office, 24th August, 1926.

A course of instruction for Army Officers will commence at the London School of Economics on 4th October next, and continue until the following March. Not more than thirty places will be available, and the officers to whom they are offered will be selected from amongst those who have shown themselves suitable for advancement in any branch of the Staff or in the Services, and have not less than ten years' service at the date on which the course begins. The subjects to be studied will include accounting and business methods, banking, railway and marine transport, economic geography, British governmental, industrial and social institutions, Army finance and administration, and economic problems of war.

## ATTACHMENT OF OFFICERS TO R.A.S.C.

The War Office, 24th August, 1926.

The Army Council have approved a scheme under which officers of other arms of the Service, with not less than two or more than five years' commissioned service, will be attached to the Royal Army Service Corps for a normal period of five years. Officers so attached will be eligible for permanent transfer to the Corps at any time subsequent to the satisfactory completion of the six months' probation to which all who come under the scheme will be subject. Those who elect to transfer will be transferred in the rank held at the date of transfer, and will take seniority in rank in the Royal Army Service Corps as follows: Second Lieutenants from the date of joining on probation; Lieutenants from the date of joining on probation or the date of promotion to Lieutenant, whichever is the later. Officers will not be eligible for transfer in the rank of Captain.

On the termination of five years' attachment an officer must return to his regiment or corps or elect permanent transfer to the Royal Army Service Corps. In the former case he will be considered as supernumerary to his regiment or corps until

such time as he can be absorbed, and will be entitled to full pay while so situated.

### EX-CAVALRYMEN'S ASSOCIATION

Balance Sheet for period 1st January to 30th June, 1926.

<i>Date.</i>		<i>Receipts.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>
1.1.1926	By	Regimental Subscription .. ..	495	0	0
to	„	Private Subscription .. ..	22	14	6
30.6.1926	„	Rent .. ..	26	0	0
	„	Grant from Cavalry Memorial Fund ..	30	3	10
	„	Grant from U.S.T. .. ..	9	16	0
<b>Total</b>			<b>£583</b>	<b>14</b>	<b>4</b>

<i>Expenditure.</i>										
1.1.1926	Overdraft to Bank	..	..	..	..	51	1	8		
1.1.1926	To Office Expenses (Petty Cash, Wages)	..				120	0	3		
to	„ Stationery	..	..	..	..	30	10	0		
30.6.1926	„ Telephone Charges	..	..	..	..	13	3	1		
	„ Rates	..	..	..	..	11	12	9		
	„ Water Board	..	..	..	..	1	9	5		
	„ Rent	..	..	..	..	42	10	0		
							<hr/>			
Total Expenditure							270	7	2	
Balance Credit							313	7	2	
							<hr/>			
Total							£583	14	4	



*DOMINION AND FOREIGN MAGAZINES*

THE United States "Cavalry Journal" for July has a long article by Lieut.-Colonel W. A. Graham, "The Story of the Little Big Horn," or "Custer's Last Battle." It is curious to read that, in spite of there having been an Indian Bureau, Sitting Bull and his Sioux had managed to acquire, "for hunting purposes," large stocks of the latest Henry or Winchester magazine rifles. This was the chief cause of the catastrophe, a contributory cause was the lack of information as to the numbers of the Indians. Colonel Graham, in this most interesting article, calls the Indian Bureau maladministered; it does not seem to be too harsh a term. Other articles deal with the Pursuit after Jena, the Black Hills Endurance Ride and the Cikna Pony. There is racing in China—probably they thought of it first, thousands of years ago, as they did of most things—and the ponies carry heavy weights to enable owners to ride, racing in China being purely an amateur sport. The China Pony, says the author, First-Lieut. F. B. Butler, "is a natural polo pony." And they must be a hardy stock for the author tells us that the Mongols—the China ponies come from Mongolia—"prefer races across country for about seven miles."

The "Revue de Cavalerie" in its July-August number, begins with an account of the Defence of Rachaya, near Mount Hermon, where a squadron of the 12th Spahis and another of the Foreign Legion found themselves, by force of circumstances, converted into "cavalerie de forteresse." For four days they held it against the Druses and gave them a severe lesson. As the anonymous writer says, "cavalry can always adapt itself to circumstances." Other articles deal with cavalry exploits in Morocco in October, 1925, and in the Ukraine against the Poles, May-June, 1920. These latter operations were conducted

by General Budienny, who had been a non-commissioned officer in the Czar's army.

The Austrian "Militärwissenschaftliche und Technische Mitteilungen" for March-April has articles on Night Operations, chiefly based on the experiences of the European War, Tanks, the Siege of Przemyśl, and on the Austro-Italian campaign. A good article is that on Leadership. This is continued in the May-June number. The author quotes, with approval, the words of General Raven, who, as he died in the campaign of 1864, exclaimed "it is about time another General expired." This number has also useful articles on the recent operations in Morocco, and on the Red Army of the Soviet Union, as re-organized in 1924-25. This army has no use for a General Staff, "the preparation and conduct of military operations should now be the business not only of military experts but also of politicians and masters of statesmanship." The comment of the writer of this article on this state of affairs is, practically, "Can you beat it?" The July-August number has some good historical notes on the days just before Königgrätz and another interesting, also historical, article on the forerunners of the machine gun. It appears that the pedigree of the machine gun can be traced back to a fearsome weapon, the Quick Firing Catapult, invented by Dionysius of Alexandria. What a terror of a schoolboy Dionysius must have been, and how he must have enjoyed (lurking the while behind some pillar) peppering the peaceful Alexandrines. This article is illustrated with a plate showing, amongst other interesting items, a mediæval gentleman in tights, short coat and with a very curly wig, operating what looks like a three-barrelled howitzer.

"La Guerra y su Preparacion" for May has a good account of the course of instruction given in mountain warfare at the French educational establishment formed for this purpose in 1921, at Grenoble. In the Information from Abroad Section there is a detailed account of the United States General Staff, and also a translation (continued) of the German Field Service Manual. There is another mountain warfare article in the

June number, written mainly with an eye on Morocco. There is an excellent essay by F. Abeilhé on Military Administration. The writer says that the popular idea of a good administrator is that he is a deformed, mean spirited, little man, always saying "No, No," especially when any extra expense is involved. But he says, this is not so. A good administrator should be energetic, but not brutal, quick-witted, foreseeing (because improvisations always lead to disaster) and diplomatic and tactful, so as to be able to turn proposals down in a pleasant and amiable manner. This number also has a delightful old plate showing the Battle of La Higuera, July, 1431. Everything is excessively neat and trim. And in the background is what appears to be a gallows, with a body hanging therefrom—no doubt some contractor of the day who had watered the wine or supplied *olla fetida* instead of *olla podrida*.

"The Cooperazione delle Armi" for May has two tactical studies and an interesting note on the invention of the pistol. This apparently was due to Caminello Vitelli of Pistoia in 1540. But it does not derive its name from this place but from the fact that its calibre was just the dimension of a pistola, a coin of the day. It was first used at the battle of Renty, in 1544; though I expect Signor Vitelli often wanted to use it on interviewers of the day, who bothered him with questions about it. Another article deals with the activities in the European War of the German Alpine Corps, under the Bavarian General Krafft von Dellmensingen. This is continued in the June number, which also contains an article on the strategic importance of Piacenza. It is announced in this number that the "Cooperazione" will expire at the end of this year. The July number's most interesting article is What an Infantry Officer should Know about Artillery, a kind of subject which is very popular on the Continent, witness the many pamphlets with titles beginning with *Ce qu'on doit savoir*, etc. There are also articles on artillery and on aircraft and a long notice of the second volume of the German Official History.

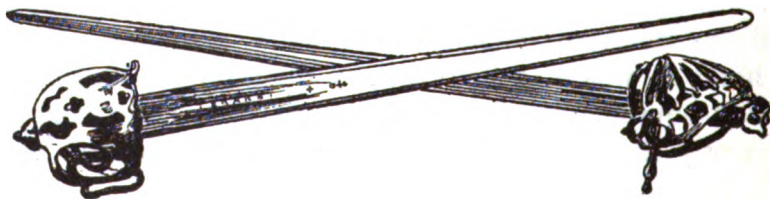
The "Alere Flamman" for June, in addition to notes of the military day and book reviews, consists of two long articles. One by Lieut.-Colonel Armellini deals with railways in modern war. He considers 1859 as the date when railways were first made use of for military purposes, and goes into considerable detail on the use of railways, in France and Italy, during the European War. There are some interesting statistics, not only about the transport of troops, but also about ammunition expenditure. The second article, by Lieut.-Colonel Bobbio, is a study of Napoleon and Moltke as strategists. "In Napoleon, reason and imagination were in perfect harmony." Moltke could reason all right, but a part of his mental processes remained *nella penombra*, that is to say was never illuminated. And as for the German writer Hohenlohe (Prince Kraft) who proudly boasted that the German commanders of 1870-71, the pupils of Napoleon, had surpassed their master, well, Colonel Bobbio very wisely says, "What a trumpery affair is history when it is written with prejudice and party passion." Perfectly true, it is but a step from this to the famous Bill Adams, who, like George IV, in his old age, cherished the odd delusion that he was largely responsible for the victory at Waterloo. When His Majesty would appeal to the Duke for corroboration, the latter would reply, "I have often heard your Majesty say so." And yet there are people who will say that Wellington was no diplomatist!

Part 7 of the "Schweizerische Monatschrift für Offiziere aller Waffen" has an article, with plates, on the field gun of the future, and one on the Austrian Landsturm in the Tyrol in the European War. Honourable mention is made of Michael Senn who, though he was seventy years of age, shouldered his rifle against the Italians. This article is concluded in Part 8. The Landsturm appears to have been rather a stepchild. It was allowed no machine guns and no hand grenades. On the other hand it was supplied with a quantity of unnecessary articles of equipment. But the men were so keen that they would carry 200 cartridges in their trouser pockets, which

must have bulged horribly. This Part contains another of Colonel Lebaud's delightful *Mes Impressions de guerre*. He is as outspoken as ever. One of his men wanted to get married, which led to an interminable file of minutes (*paperasses*) discussing at great length whether the bridegroom should go to Paris, or the bride come from Paris to the front. The colonel also alludes pleasantly to the *hérésies tactiques* and the *conceptions bizarres* of the Higher Command. And you had to carry them out, if not you would be *limogé* or, as used to be said in the Boer War, *Stellenbosched*.

The "Canadian Defence Quarterly" for July begins with an appreciation of General Sir Arthur Currie, and has a learned account of Sea Power and Western Civilization by Maj.-General Sir J. T. Fotheringham. Lieut.-Colonel W. K. Walker writes on the Great German Offensive, March, 1918, with some account of the work of the Canadian Motor Machine Gun Brigade. Other interesting articles deal with Limitations of Aircraft in Naval Warfare; Sir John Moore; the Case for a Canadian Militia, by Sir Arthur Currie; Horsemastership in Wellington's Day; and there is a delightful little anecdote by Brig.-General C. F. Winter, of an Old Royal Fusilier from Chelsea Hospital, an old man of 91, who was honoured in 1881 by his old regiment with a march past in the moat of the Tower of London. A short, but absorbing article, is that on Parachute Training, by Flight-Lieutenant A. Carter, who, in Alberta, in November, 1925, made a descent of over three miles, which occupied seventeen minutes, during which he drifted six miles.

F.J.H.



## RECENT PUBLICATIONS

“Talks on Leadership.” By “Basilisk.” (R.A. Institution, 1926.)

THIS is a second edition to a small book originally published in 1921. To the original have now been added a foreword by General Uniacke, a paragraph on *esprit de corps*, and some minor improvements. The writer is addressing his remarks to young officers, and undoubtedly has some very valuable hints and recommendations. When he is giving these in homely language he strikes the right note, and the result should be of considerable value to many young officers. Unfortunately, at times he is led away from this homely language into a style which, it is feared, may repel some readers. This is particularly the case in his new paragraph on *esprit de corps*. His ideas, however, are so sound that the reader is recommended to bear with the occasional lapses for the sake of the valuable suggestions in the rest of the book.

H.G.E.

“Guide to First Class and Special Certificates; Practical Mathematics.” By F. P. Roe. (Gale & Polden. 6s. 6d.)

I AM afraid I know about as much about mathematics as I do about the Eleusinian Mysteries, but, as the author says in his preface, “Mathematics is a definite necessity in everyday life and work,” this book should have a large circulation. It tells you, for example, if you want to fit 216 balls exactly into a cubical box, how many cubic inches of sawdust you require to fill the rest of the space. Though I must say this is a problem with which I have not yet been confronted in everyday life, it would seem simpler to pour sawdust in until the box is full.

It also shows you how to calculate the takings at a cinema from the amount of the Entertainment Tax. But it does not give you the formula you should use if your neighbour at the "movies" tries—as I understand sometimes happens—to hold your hand in the dark. And I have learnt from this book one thing I have often wished to know and that is, if the owner of the horse, which the blacksmith offered to shoe at  $\frac{1}{4}$ d. for the first nail, doubling it for every nail afterwards, had accepted this offer he would have had to pay millions of pounds. As blacksmiths are, notoriously, mighty men "with large and sinewy hands," this specious proposal is, obviously, one that should be turned down without the slightest hesitation. The pictures—or should one call them plates?—are very intriguing, particularly one which shows a tumbler containing what looks like beer frozen into a cone. What to do with beer, or any other drink, so metamorphosed is indeed a problem.

F.J.H.

"Training Horses for Races." By Captain G. W. L. Meredith, M.C. (Constable. 4s. 6d.).

THE little volume is modestly entitled "a handbook for amateur beginners," but it is a work which should appeal to a much wider circle and will be of value to all officers and others interested in training their own horses. Lieut.-Colonel Geoffrey Brooke writes the introduction and recommends the book to all. Indeed, it may well be looked on as a small companion to his own recent publication on training hunters and polo ponies, which deals exhaustively with those subjects but does not touch on racing or the preparation for it.

R.H.O.H.



## SPORTING NOTES

### ASCOT.

WITH the exception of a heavy storm on the Thursday and a sharp shower on Friday, the weather at Ascot was favourable, but the going was distinctly holding.

Ascot is notorious for the downfall of odds-on favourites and the present meeting was no exception.

Coronach won the St. James' Palace Stakes in a canter, and worthily upheld his prestige as a Derby winner, but Cimiez, who had given the impression at Newbury that he was a really high-class three-year old, was soundly beaten by Caisot, in receipt of 12 lbs., in the Prince of Wales Stakes.

Swift and Sure received a ten lengths beating from Finglas in the King Edward VII Stakes, and it would appear that the much abused dog had not as much to do with his defeat in the Derby as was imagined. It is possible, however, that he was not quite himself. He suffered from a severe accident as a foal, the effects of which are still visible, and it may be that the results of the old injury assert themselves during the course of a race.

Colorado was trounced by Warden of the Marches and Bella Mina in the Rouse Memorial Stakes, and though Lancegaye defeated two others in the Hardwicke Stakes he only scrambled home by a neck.

The most popular win of the meeting was that of Solario in the Gold Cup. After his smashing victory in the Coronation Stakes there was no doubt as to his class, but latterly he had been stopped in his work, and a horse needs to be at his very best to last over the punishing two and a half miles, especially in heavy going. In the race, however, the gallant son of Gainsborough and Sun Worship made practically the whole of the running and won by three lengths from Priori II and Pons Asinorum. Here at last we appear to have a champion worthy to take his place amongst the giants of the past. Many of the best judges declare him to be the greatest horse since St. Simon. Due credit must be given to Childs who rode him. If the horse is a great one the jockey is probably the best rider of a long distance race we have seen for a generation.

Stockbridge had a great time in the two-year old races. The Satrap won the Chesham Stakes from a field of sixteen. Damon, by Stefan the Great—Grizzel Grim, won the New Stakes from eighteen others, amongst whom were several who would have been considered capable of winning such a race in an ordinary year, and Fourth Hand, by Tetratema—Queen's Double, carried on the good work by winning the Windsor Castle Stakes over six furlongs on the Friday.

That we have still good stayers in this country was seen when Vermilion Pencil added to the reputation of Gainsborough as a sire by galloping the opposition to a standstill over the gruelling two miles and six furlongs which have to be traversed in the Alexandra Stakes.

Other notable wins were Cross Bow, carrying 9 st., in the Hunt Cup, and Capture Him who defeated a hot field of twenty-nine in the Wokingham Stakes.

One serious accident occurred. In the Ascot Stakes there was a field of sixteen. Approaching the first bend there was a lot of scrimmaging and manœuvring for places. In the subsequent jostling which occurred Vionnet was brought down. She was amongst the leaders at the time, and the majority of the field galloped over her and her jockey Sirett. The mare broke her back and Sirett was very seriously injured. Vionnet, a grey mare by Lorenzo—Viorne, belonged to Mr. J. A. de Rothschild. Last year she won the Summer Handicap at Newmarket and the Rufford Abbey Handicap at Doncaster.

#### THE ECLIPSE STAKES.

If there had ever been any doubts as to the class of Coronach they must have been dispelled by the result of this race. The field may not have been as good as it has been on some occasions, but there was plenty of material to find out any weakness in the favourite if it existed.

Ptolemy II came over with a great flourish of trumpets before last year's Derby, and if he did not prove to be all that was expected he is still a good horse. Cross Bow had won the Newmarket Stakes as a three-year old, beating Zionist and other useful horses as well as winning two other races, and this year had won the Hunt Cup carrying 9 st. Caissot was a good winner at Ascot, and Comedy King, Sir Kenneth and Booklet are all useful horses. In the race, however, nothing was able to make the slightest impression on Coronach. The moment the tapes went up Childs took him into the lead and drawing away after entering the straight won as he liked from Comedy King, with Cross Bow four lengths away, third. What a race it would be if Solario and Coronach could meet in a match as did The Flying Dutchman and Voltigeur nearly seventy years ago.

#### GOODWOOD.

Goodwood is always delightful and this year the meeting was not marred by any of the dreadful weather that made racing so unpleasant on two days last year.

One no longer expects to see many of the highest class horses at Goodwood. The wonder is that there should be as many runners as there are. The Ham Produce Stakes of 100 sovs. each with 300 sovs. added, the Gratwicke Produce Stakes of the same conditions, and the Prince of Wales' Stakes, a sweepstakes of 200 sovs. each, are not races to tempt any but the richest owners. The Goodwood Stakes for three-year old fillies brought out Foliation and Short

Story. The former won, but whether she would have done so had not Short Story been shut in is doubtful. Some jockeys will never leave the rails. Bullock at Ascot almost invariably brought his horse up with a free run on the outside, after the disqualification of Buchan, and won race after race in consequence.

The Satrap won the Richmond Stakes on the Tuesday, but came to grief when he met Grand Vitesse on the Thursday and possibly we may have seen the best of him.

Perhaps So won the Stewards Cup from Edwina and Purple Shade ; Ethnarch who started favourite being so badly away as to have no chance in the race.

Old Broken Faith, invaluable on the trial ground as well as picking up a race or two every year, won the Goodwood Stakes ; Glommen showed us what a fine stayer he has developed into in the Goodwood Cup ; Sickie secured the Prince of Wales' Stakes for Lord Derby, and that good handicapper, Warden of the Marches, carried 9 st. 8 lbs. to victory in the Chesterfield Cup. He won the corresponding race last year.

## POLO.

### *The Inter-Regimental Tournament.*

As was generally anticipated the two teams to fight out the final were the 17th/21st Lancers and the 14th/20th Hussars, and the result was a very easy win for the former by 11 goals to 1.

The losers put up a much better fight than the score would indicate. They had quite a fair proportion of the game, but threw away numerous chances of scoring. Apart from this their chief defect was a lack of that scientific combination so essential in polo. It must be remembered, however, that they were not nearly so well mounted as their opponents, and accurate combination under these circumstances is almost an impossibility. Colonel Hurndall got through an enormous amount of work but was scarcely in his best form. Captain MacIntyre did all that could be expected of him, but was so hard pressed by the opposing forwards that he had little opportunity to attack. Mr. Chaytor played very well and showed great promise, whilst Mr. Coates made the best of the difficult situation in which a No. 1 is placed when things are going against his side.

For the winners, Major Lockett was the mainstay of his team. Always on the ball he was hitting well on both sides of his pony and keeping complete control of his side. Mr. Walford, a brilliant young player, was scarcely hitting as accurately as we have learned to expect, and in this respect was somewhat overshadowed by Mr. Cooke who hit 5 goals. Mr. Forester was very safe and played a fine game until the penultimate chukker when, as the result of a collision, he was forced to retire, his place being taken by Mr. Desmond Miller.

We must again congratulate the 17th/21st on yet another victory. Ever since the war they have dominated regimental polo, and unless something unforeseen occurs they are very unlikely to be defeated during the remainder of their time of service at home.

The details of the other matches are as follows:—

#### FIRST TIES.

<i>Royal Horse Guards</i>		beat	<i>3rd/6th Dragoon Guards.</i>	
1. Mr. F. G. W. Jackson			1. Mr. J. H. Paton	
2. Mr. H. R. Broughton			2. Capt. W. T. Gill	
3. Mr. H. Abel-Smith			3. Capt. A. B. P. L. Vincent	
Bk. Mr. W. N. Sale			Bk. Capt. S. B. Horn	
5 goals.			1 goal.	
<i>Royal Artillery</i>		beat	<i>11th Hussars.</i>	
1. Lt.-Col. H. O. Hutchison			1. Mr. R. A. G. Bingley	
2. Mr. J. C. Campbell			2. Capt. R. W. Verelst	
3. Capt. C. W. Allfrey			3. Capt. C. H. Tremayne	
Bk. Maj. E. W. Pease-Watkin			Bk. Capt. J. F. B. Combe	
8 goals.			5 goals.	

This was one of the best matches of the tournament. The 11th played a great game for the first half and at the end of the third chukker were leading by 5—2. In the fourth, however, their defence broke down and they allowed their opponents to score 3 goals in rapid succession.

<i>7th Hussars</i>		beat	<i>16th/5th Lancers.</i>	
1. Maj. H. E. Weatherall			1. Capt. A. W. M. S. Pilkington	
2. Mr. R. B. Sheppard			2. Capt. J. N. Bailey	
3. Maj. T. A. Thornton			3. Capt. D. J. E. Norton	
Bk. Maj. G. C. A. Breitmeyer			Bk. Mr. G. J. R. Tomkin	
7 goals.			6 goals.	
<i>1st Royal Dragoons</i>		beat	<i>Royal Horse Artillery.</i>	
1. Mr. R. B. Moseley			1. Lt.-Col. V. M. C. Napier	
2. Maj. F. W. Wilson-Fitzgerald			2. Mr. N. E. Tyndale-Biscoe	
3. Maj. E. W. T. Miles			3. Lt.-Col. A. K. G. White	
Bk. Capt. A. S. Casey			Bk. Mr. C. G. G. Nicholson	
7 goals.			1 goal.	
<i>17th/21st Lancers</i>		beat	<i>10th Hussars.</i>	
1. Mr. R. B. Cooke			1. Mr. D. Hignett	
2. Mr. H. C. Walford			2. Capt. C. Gairdner	
3. Maj. V. N. Lockett			3. Lt.-Col. M. Graham	
Bk. Mr. H. W. Forester			Bk. Capt. W. G. Horne	
8 goals.			3 goals.	

#### SECOND TIES.

<i>Life Guards</i>		beat	<i>Royal Horse Guards.</i>	
1. Capt. R. A. F. Thorp				
2. Mr. A. H. Ferguson				
3. Capt. R. C. H. Jenkinson				
Bk. Capt. Hon. A. M. A. Baillie				
6 goals.			4 goals.	

*Royal Artillery*

beat

*12th Lancers.*

1. Mr. W. S. McCreery
  2. Capt. R. L. McCreery
  3. Maj. J. W. Hornby
- Bk. Mr. H. E. Russell

7 goals.

6 goals.

The game could scarcely have been closer or more exciting. The 12th Lancers had sold their best ponies as they had expected to proceed abroad. In spite of this handicap they played a good game and at the end of the fifth chukker the score was 5 goals all.

*14th/20th Hussars*

beat

*7th Hussars.*

1. Mr. W. A. E. Coates
  2. Mr. J. D. G. Chaytor
  3. Lt.-Col. F. B. Hurndall
- Bk. Capt. F. P. MacIntyre

*17th/21st Lancers*

beat

*1st Royal Dragoons.*

10 goals.

5 goals.

## SEMI-FINALS.

*14th/20th Hussars*

beat

*Royal Artillery.*

6 goals.

5 goals.

This was a rare tussle. There was nothing in it up to the last chukker and it was only two minutes before the call of time that Colonel Hurndall hit the winning goal. The R.A. were perhaps a trifle unlucky to lose. They certainly enjoyed more than their own share of the game, and had Mr. Campbell, who played brilliantly against the 12th Lancers, shown his usual accuracy in front of goal, the result would have been different. He played a great game but his shots at goal would not materialise.

*17th/21st Lancers*

beat

*Life Guards.*

9 goals.

2 goals.

The 17th/21st were always in a comfortable position, and though the Life Guards played up pluckily they could never make much impression on their redoubtable opponents.

## FINAL.

*17th/21st Lancers*

beat

*14th/20th Hussars.*

11 goals.

1 goal.

At the conclusion of the match the Cup was presented to the winners by Field-Marshal H.R.H. the Duke of Connaught.

*The Subalterns' Cup.*

THE entries for this tournament included the Royal Horse Guards, Life Guards, 1st Royal Dragoons, 3rd/6th Dragoon Guards, 7th, 8th, 10th and 11th Hussars, 12th Lancers, 14th/20th Hussars, 17th/21st Lancers and Royal Artillery.

Owing to the fact that many of the matches were played at out-stations it is difficult to form an opinion as to the possibilities of the various teams.

The 17th/21st Lancers were composed entirely of players who had represented their regiment in the Inter-Regimental at one time or another, and the tournament appeared almost a certainty for them as it proved to be, as in the final they defeated the 14th/20th Hussars, who played Mr. D. S. Frazer and Mr. G. S. Poole in place of Colonel Hurndall and Captain MacIntyre, by much the same margin as they had done in the more important tournament.

Considerable interest was taken in the appearance of the 11th Hussars. The regiment only returned from India in the spring and had had little time to collect ponies. They, however, showed distinct promise. Represented by Mr. H. Finch, Mr. R. A. G. Bingley, Mr. K. Alexander and Mr. M. A. Freemantle, they beat the 8th Hussars by 8 goals to 2; and made the Royal Artillery gallop all the way before they retired defeated by 5 goals to 4. They were taking on a strong side, as Mr. Tyndale-Biscoe, Mr. Campbell and Mr. Nicholson had all played in this year's Inter-Regimental though not in the same team.

#### *The King's Coronation Cup.*

THE Duke of Pinaranda's El Gordo side won the King's Coronation Cup at Ranelagh when they beat the 17th/21st Lancers by 9 goals to 8. The match was marred by an unfortunate accident in which Mr. Lacey was rendered unconscious and the Marquis de Villabragima and Mr. Walford were so much damaged that they were scarcely fit to continue the game. The match therefore can scarcely be taken as giving a true indication of the merits of the respective sides.

The teams were :

El Gordo.—Duke de Pinaranda, Marquis de Villabragima, Mr. J. A. C. Traill and Mr. L. L. Lacey (Captain G. V. Scott-Douglas).

17th/21st Lancers.—Lieut.-Col. T. P. Melvill, Mr. H. C. Walford, Major V. N. Lockett and Mr. H. W. Forester.

#### *Roehampton Regimental Handicap Tournament.*

THE finish of this tournament provided a good match between the 16th/5th Lancers, who received 2½ goals start, and the 14th/20th Hussars, the result being a win for the former by 6½ goals to 5.

The 14th/20th should have won on the general run of the play, but a fatal weakness in front of goal just turned the scale against them. In the fifth chukka especially they had nearly all the play but were unable to score.

The teams were :—

16th/5th Lancers.—Mr. G. Babington, Capt. A. M. S. Pilkington, Lieut.-Col. G. F. H. Brooke and Major T. L. Horn.

14th/20th Hussars.—Mr. W. A. C. Coates, Mr. J. D. G. Chaytor, Lieut.-Col. F. B. Hurndall and Capt. F. P. MacIntyre.

## POLO IN INDIA.

GREAT interest has been aroused in India over the proposal to send an Indian Army team to play against the U.S.A. In order to select players various matches have been played. The most important tournaments in which a team was entered were the I.P.A. Championship at Calcutta in December, and the Prince of Wales' Commemoration Cup at Delhi in February. On the first occasion the team was not fully representative, some of those who would have been selected being unable to get to Calcutta. Those eventually chosen were Major Vigers (1), Major Williams (2), Major Atkinson (3) and Capt. Anderson (back).

This was a strong combination on paper, and appeared capable of defeating any of the other entrants with considerable ease. The result, however, was a sad disappointment. In the final they had to meet the Scouts represented by Col. Commdt. Tomkinson (1), Capt. Sanderson (2), Major Lucas (3), and Capt. Daly (back). As a result they were beaten by 5 goals to 3. Their combination was poor and their shooting terribly weak, resulting in only three successful attempts out of twenty-five shots. Reports received at the time stated that Capt. Anderson was badly handicapped by his ponies, but if the forwards cannot hit goals the best mounted back in the world will hardly turn the scale.

At Delhi the Army Polo Association decided to enter two teams. The first consisted of Capt. George (6), Major Williams (8), Major Atkinson (8), and Capt. Dening (8). They were well mounted but lacked the opportunity of practice together. In the final they had to meet the Scouts composed of Rao Raja Ranut Singh (7), Major Jaswant Singh (9), H.H. the Maharaja of Rutlam (7), and Col. Jogendra Singh (9). They were therefore two goals worse on handicap and if anything were not so well mounted as their opponents. In the game, however, they showed brilliant form and after as fine an exhibition of hitting and passing as anyone could wish to see, defeated their opponents by 11 goals to 6; Williams being responsible for 9 goals out of 13 shots, a striking contrast to Calcutta. George gave a first-class display at No. 1, and both the backs were at the top of their form. It was particularly pleasing to see Capt. Dening in such good form. He has not had the best of luck this season as in January he had a bad fall which at one time was feared would put him out of first-class polo for some time, and no sooner had he recovered from this than he received a severe blow on his stick hand which considerably handicapped him in the Indian Cavalry Tournament.

The Army Polo Committee had every reason to be pleased with the fine show put up by their team, and it is only to be expected that the Army team will remain as selected for future occasions.

## POLO AT SAUGUR.

THE Baldock Polo Tournament was played during the last fortnight in March. Matches were played under handicap. The two teams to meet in the final were :—

"B" Ride.—Mr. O. V. Holmes, Mr. H. D. Tucker, Mr. A. D. Macnamara and Capt. R. A. Oswald.

"D" Ride.—Capt. N. W. Picken, Capt. R. E. Rutledge, Mr. P. W. Dollar and Mr. J. Barron.

The two sides started level on handicap. It was a hard and exciting game all through. At half time the score was 2 all. From then on there was little in it and in the event "B" Ride just got home by 4 goals to 3.

The Central India Horse Tournament was won by the Bouffs (a team from the Equitation School), who defeated the Scinde Horse "A" Team in the final by 7 goals to 5.

The teams were :—

The Bouffs.—Mr. J. C. D. Allen, Capt. H. R. C. Frink, Mr. P. W. Dollar and Capt. E. L. P. P. Gilpin.

Scinde Horse "A."—Capt. M. F. Keightley, Capt. I. F. Hossack, Capt. F. W. S. Watkins and Major S. P. Thompson.

#### POINT-TO-POINT RACES.

##### *Saugur Meeting.*

THE following are the results of the Saugur Point-to-Point Races held on the 8th and 10th April. Owing to the state of the weather the meeting had to be postponed for ten days. The going, though still heavy in places, was on the whole good.

##### FIRST DAY.

##### *Netheravon Cup.* Distance 3½ miles.

Capt. Whatton's Brigadier Gerrard	..	..	..	..	1
Mr. Spottiswoode's Rival	..	..	..	..	2

Of eight starters only four finished. Capt. Gilpin's Peter and Capt. Oswald's Black Spot actually passed the post first and third respectively, but were disqualified for going on the wrong side of the flag.

##### *Hambro Cup.* Distance 2½ miles.

Corporal Roriston's Suzanne	..	..	..	..	1
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In this race seven started, but when about half way round all except Roriston took a wrong turning and cut off a part of the course and were thus disqualified.

##### *Open Race.* Distance 2½ miles.

Mr. Holme's Knife Rust	..	..	..	..	1
Capt. Frink's Biff Off	..	..	..	..	2
Capt. White's Flat Fish	..	..	..	..	3

The distance of this race had to be altered from 3½ miles to 2½ miles owing to the state of the ground. Nine finished out of fourteen starters. A very good race in which the first six to finish were not separated by more than 150 yards.

*2nd Lancers Cup.* Distance 2½ miles.

Jem. Muzaffar Khan's Bombardier	..	..	..	..	1
Jem. Ugam Singh's Marwar	..	..	..	..	2
Shama Rao's Golden King	..	..	..	..	3

In this, the Indian Officers' Race, four out of the five starters finished. Considering that Muzaffar weighed in after the race 15 st. 12 lbs., without his saddle, no small measure of praise is due to his horse for his fine performance.

*Poona Horse Cup.* Distance 2½ miles.

Dfr. Chhotu Singh's Jacksi	..	..	..	..	1
Hav. Appala Swami's Chali	..	..	..	..	2
Dfr. Deep Chand's Jones	..	..	..	..	3

Thirteen started. A close finish, the first and second being neck and neck at the last obstacle. Ten finished.

## SECOND DAY.

*24th Punjabi Cup.* Distance 2½ miles.

Mr. Bicknell's Mary Ann	..	..	..	..	1
Mr. Firbank's Mrs. Green	..	..	..	..	2

Five started and the obstacles appeared to be too stiff for the majority.

## HORSE SHOWS.

THE Horse Show at Olympia took place during the second and third weeks of June. As usual the arrangements were excellent and the long programme was carried through each day well up to time.

¶ To the general public chief interest centered in the jumping. This is always interesting at Olympia and the standard is now so high that nothing but a perfectly schooled horse has any chance, and even then the slightest bit of bad luck is sufficient to turn the scale.

The following were the chief results :—

*King George V Cup.*

Lieut. F. H. Bontecue (U.S.A.), Ballymacshane	..	..	1
Capt. K. F. W. Dunn (R.A.), Gobbindale	..	..	2
Capt. Claes Konig (Sweden), Brown Bean	..	..	3

*Prince of Wales' Cup.*

England	..	..	..	1
U.S.A.	..	..	..	2
France	..	..	..	3

The English team consisted of Col. Malise Graham (Broncho) ; Lieut.-Col. G. Brooke (Daddy Longlegs) ; and Capt. G. E. W. Heath (Whisper).

*Connaught Cup.*

Lieut. D. A. Stirling (13th/18th Hussars), Nancy .. ..	1
Lieut. S. A. H. Batten (R.E.), Milly .. ..	2
Weedon Equitation School (Lieut. K. W. Hervey), Wanton ..	3

The Weedon Equitation School sent up a strong contingent. Daddy Longlegs, Wanton, Wicker, Careful and Whisper are all well up to International form, and there is little to choose between them.

## ALDERSHOT COMMAND AND DISTRICT HORSE SHOW.

THE following is a list of the prize winners at the above show, held on 30th June and 1st July last :—

*Officers' Chargers.*—1st, Capt. J. H. Dudgeon, R.M.C. ; 2nd, Lt.-Col. Malise Graham, 10th Hussars.

*Infantry Officers' Chargers.*—1, Capt. C. J. M. Riley, M.C., 2nd Bn. The Coldstream Guards ; 2nd, Capt. A. F. L. Gordon, 1st Bn. Irish Guards ; 3rd, Lt.-Col. L. M. Gregson, 2nd Bn. Grenadier Guards.

*Troop Horses.*—1st, The Royals ; 2nd, R.M.C. ; 3rd, 10th Royal Hussars.

*Troop Horses.*—1st, R.E. Mounted Depot ; 2nd, 26th Field Bty. R.A. ; 3rd, 31st Field Bty. R.A.

*Gun Teams, R.H.A.*—1st, "M" Bty. R.H.A. ; 2nd, "B" Bty. R.H.A.

*Gun Teams, R.A. (Field).*—1st, 45th Field Bty. R.A. ; 2nd, 41st Field Bty. R.A. ; 3rd, 99th Field Bty. R.A.

*Gun Teams, R.A. (Pack).*—1st, 3rd Pack Bty. R.A. ; 2nd, 2nd Pack Bty. R.A. ; 3rd, 4th Pack Bty. R.A.

*Infantry Transport.*—1st, 1st Bn. Middlesex Regt. ; 2nd, 2nd Bn. K.R.R.C. ; 3rd, 1st Bn. Irish Guards.

*Individual Jumping.*—1st, R.M.C. ; 2nd, 12th Royal Lancers ; 3rd, The Royals.

*Individual Jumping.*—1st, R.E. Mounted Depot ; 2nd, R.E. Mounted Depot ; 3rd, M.M.P., Mytchett.

*Polo Ponies (Heavy-Weight).*—1st, Col. H. C. L. Howard, R.M.C. ; 2nd, Major Derek Richardson ; 3rd, Col. F. W. L. S. H. Cavendish, 1st Cavalry Bde.

*Polo Ponies (Light-Weight).*—1st, Lt.-Col. T. P. Melvill, 17/21st Lancers ; 2nd, Major C. W. M. Norrie, 11th Hussars ; 3rd, Col. F. W. L. S. H. Cavendish.

*1st (Novices) Jumping Competition.*—1st, Capt. F. A. M. Browning, R.M.C. ; 2nd, Mrs. Marshall Roberts, Bracknell ; 3rd, Lt. R. G. R. Oxley, 2nd K.R.R.C. ; Special Prize, Lt. R. G. R. Oxley, 2nd K.R.R.C.

*2nd Jumping Competition.*—1st, Lieut. Bizard, French Army ; 2nd, Lt.-Col. Malise Graham, 10th Hussars ; 3rd, Lieut. Gibault, French Army ; 4th, Lieut. Bizard, French Army ; 5th, Capt. R. Goldsmid, 12th Lancers ; 6th, Capt. Lamy, French Army.

*3rd Jumping Competition.*—1st, Lt.-Col. Malise Graham, 10th Hussars ; 2nd, Lieut. Bizard, French Army ; 3rd, Lieut. Bizard, French Army ; 4th, Major

Walwyn, R.H.A. ; 5th Equitation School ; 6th, (Tie), M.M.P., Mytchett, Lieut. Fremenville, French Army. Special, Lieut.-Col. Malise Graham, 10th Hussars.

*Handy Hunter Competition.*—1st, Equitation School (Capt. Heath, R.A.) ; 2nd, Gentleman Cadet Watt (R.M.C.) ; 3rd, Lieut. Church, 10th Royal Hussars.

*Weight Carrying Hunters (Novices).*—1st, Lady Muriel Liddell-Grainger ; 2nd, Major Vivian Williams ; 3rd, J. K. Stevenson.

*Light Weight Hunters.*—Major Vivian Williams ; 2nd, Lt.-Col. W. T. Hodgson, The Royals ; 3rd, Col. Cyril Gepp, S. Farnborough.

*Weight Carrying Hunters.*—1st, J. K. Stevenson ; 2nd, Lady Muriel Liddell-Grainger ; 3rd, Col. A. E. Jenkins, Andover.

*Light-Weight Hunters.*—1st, Major Vivian Williams ; 2nd, Lt.-Col. Malise Graham, 10th Hussars ; 3rd, Col. A. C. Little, Downton.

*International Military Competition.*—1st, Lieut. A. L. Cameron, Equitation School ; 2nd, Capt. J. H. Dudgeon, R.M.C. ; 3rd, Equitation School, Weedon ; 4th, Lieut. J. Friedberger, R.A. *Special Prizes for Part 1 (Tests in Manege)*—1st, Capt. J. G. Dudgeon, R.M.C. ; 2nd, Lieut. A. L. Cameron, Equitation School ; 3rd, Lieut. R. J. Longfield, R.H.A., Woolwich.

*Ladies' Hacks (any height).*—1st, Lieut. D. Dawnay, 10th Royal Hussars ; 2nd, Lt.-Col. C. D. V. Cary-Barnard, R. Tank Corps ; 3rd, Major D. C. Boles, 17th/21st Lancers.

*Ladies' Hacks (15 hands and over).*—1st, Sam Marsh ; 2nd, Lady Muriel Liddell-Grainger ; 3rd, Mrs. Vivian Williams.

*R.A. (Field) Double Driving Competition.*—1st, 20th Field Bde. R.A.

*R.H.A. Driving Competition.*—1st, "E" Bty. R.H.A., Trowbridge ; 2nd, "M" Bty. R.H.A., Aldershot ; 3rd, "B" Bty. R.H.A., Aldershot.

*Cavalry Inter-Troop Competition.*—1st, 10th Hussars ; 2nd, 17th/21st Lancers.

*Remount Class.*—1st, Lt.-Col. W. H. Walker, R.A.V.C. ; 2nd, Oliver Dixon.

*The Aldershot Challenge Cup.*—Winner : 1st Bde. R.H.A.

*The King's Challenge Cup.*—Winners : Lt.-Col. Malise Graham ; 2nd, H.R.H. Prince Henry, 10th Hussars.

#### EQUITATION SCHOOL.

##### *Saugor Horse Show.*

THE Equitation School Annual Horse Show held on the Saugor Racecourse, concluded on the 25th March with the presentation of the prizes by Mrs. Conway Gordon.

In spite of the fact that there had been practically no previous practice owing to shortage of time, the jumping was of a high standard. A notable performance was that of Jemadar Muzaffar Khan, C.I. Horse, who won the open jumping with his sixteen year old charger, who had to carry his owner's 15 stone.

Capt. C. Goulder, M.C., R.H.A., was responsible for the excellent arrangements throughout.

## FINAL RESULTS.

*Chargers of B.O. Students.*—1st, Lieut. Spottiswoode's b.aus.g. Rival ; 2nd, Lieut. Barron's bl.aus.g. Nigger ; 3rd, Capt. Oswald's ch.Irish.g. Black Spot.

*Pigstickers.*—1st, Capt. Ruttledge's b.aus.g. Kithiogue ; 2nd, Lieut. Patter-son's ch.c.b.g. Gazelle ; 3rd, Capt. Ruttledge's b.aus.m. Lady Lilith.

*Polo Ponies Light Weight (English and Colonial).*—1st, Lieut. Knowles' b.aus.g. Valiant ; 2nd, Capt. Goulder's gr.aus.m. Neda ; 3rd, Capt. Goulder's ch.aus.g. Pitchcombe.

*Polo Ponies Heavy Weight (English and Colonial).*—1st, Capt. Gilpin's ch.aus.m. Fire Fly ; 2nd, Lieut. Allen's b.aus.g. Risaldar.

*Polo Ponies, Country Bred (Open).*—1st, Lieut. Tucker's b.ch.g. Rex ; 2nd, Lieut. Dollar's b.cb.m. ; 3rd, Lieut. Knowle's b.cb.g. Why Not.

*Polo Ponies, Arabs.*—Judged in conjunction with Class V.

*Horses, Country Bred.*—1st, Lieut. Simpson's bl.cb.g. Drambuie.

*Open Jumping.*—1st, Jem. Muzaffar Khan's ch.aus.g. Bombardier ; 2nd, B.S.M. Newton's br.aus.g. Disciple ; 3rd, Capt. Fewtrell's b.cb.g. Balloon Tyre.

*Jumping, B.O. Students.*—1st, Lieut. Aitken's br.aus.g. Rathore ; 2nd, Lieut. Haslewood's ch.aus.m. Kitty ; 3rd, Lieut. Knowle's b.cb.g. Peter ; 4th, Lieut. Tucker's ch.aus.m. Georgette.

*Pony Jumping (14-3 and under).*—1st, Capt. Davidson's br.cb.g. Blue Beard ; 2nd, Lieut. Knowle's b.cb.g. The Ace.

*Jumping, Equitation School Staff.*—1st, Capt. Fewtrell's b.cb.g. Balloon Tyre ; 2nd, B.S.M. Newton's br.aus.g. Disciple ; 3rd, S.S.M. Davey's b.cb.g. Angel Face ; 4th, Capt. Frink's ch.aus.m. Biff Off.

*Best Horse in the Show.*—Col. Conway Gordon's b.aus.g. Starlight.

*Best Pony in the Show.*—Mr. Tucker's b.cb.g. Rex.

## HENLEY REGATTA.

*By an Old Blue.*

HENLEY Royal Regatta was held on 30th June, 1st, 2nd and 3rd July, and was perhaps the most successful since the war. There were four perfect days not only from the point of view of the spectators but, which is more important, of the competitors. On each day there was a light wind from the north and north-east blowing up the course, which made for fast times and allowed a record to be made on the last day, i.e., 3 min. 24 secs. to Fawley in the semi-final heat of the Thames Cup. Other records were equalled by Leander in the Grand (3 min. 17 secs. to Fawley), by Thames R.C. in the Stewards (3 min. 36 secs. to Fawley), and by Selwyn College in the other semi-final heat of the Thames Cup (7 min. 6 secs. all over).

This year there were no foreign entries, possibly on account of the disturbed state of the country owing to the General Strike, which only came to an end a short time before the 1st of June, the last day for entries to be made.

It was generally expected that owing to the consequent postponement of examinations at Oxford and Cambridge the entries would be much reduced. In the end they proved to be only three short of last year.

Only four crews competed for the Grand, which was eventually won by Leander. As already stated, they showed great pace for half way and only eased when they had the race well in hand.

Lady Margaret in the final were a first-class college crew and only wanted the capacity to row a fast stroke.

The Ladies' Plate produced a large number of entries from both colleges and schools. Shrewsbury and Radley were two excellent boys' crews and it is hard to say which would have won had they met. They were knocked out after good races by Jesus and Pembroke, who ultimately fought out the final in a great race; Jesus, who had previously rowed a dead heat with First Trinity, Cambridge, in one of the heats, winning by three feet only. Eton, who were beaten by Shrewsbury in the first heat, had been unfortunate towards the end of their training, but were a much improved crew compared with those of recent years.

The Thames Cup crews for their class were the best which have been seen at the Regatta for many years past. Any of the four crews left in for the semi-final were worthy of a win, and the final itself was won by Selwyn College, Cambridge, after a great tussle with Kingston Rowing Club.

Thames R.C. won the Stewards from Leander fairly easily. Christ Church won the Visitors, and London R.C. the Wyfold. The Goblets were won by Carver and Hamilton Russell of Third Trinity, and the Diamonds by J. Beresford. The latter is this year at the top of his form and in modern days can only be compared with Kelly.

#### PIGSTICKING.

THE competition for the Guzerat Cup was held at Kharaghoda in Guzerat during the second week in April. There was a very high wind during the first day which made the pig restless and hard to find. In the event, however, all the heats were run off successfully.

The winners of the first round were : Col. Sirdar Singh (Bhavnagar Lancers), Capt. C. E. L. Harris (2nd Lancers), Mr. N. M. Morris, Lieut. Ravubha (Bhavnagar Lancers), Mr. R. H. M. Hill (R.A.) and Shrimat Lalsing Gaekwar.

The end of the second round found Ravubha and Capt. Harris left in to contest the final. This was well fought out, first one and then the other appearing to be about to score. After a good struggle first spear fell to Lieut. Ravubha.

The Salmon Cup for ponies was run off during the same week, and in this Capt. Harris received compensation for his defeat in the Guzerat Cup by securing first spear in the final from the Thakur Saheb of Dhampura.

#### RIFLE SHOOTING.

The following are the results of competitions held abroad during 1925.

The outstanding feature was the success of the Queen's Bays, who carried off eight first and many lesser prizes. We congratulate them on their very fine performance.

*Queen Victoria Trophy* (aggregate of four matches). India.—1 (Challenge Cup), Queen's Bays ; 2nd, 2nd Seaforth Highrs. ; 3rd, 2nd R. Ulster Rifles. Other than India.—1st, 1st E. Yorkshire Regt. ; 2nd, 2nd R. Sussex Regt. ; 3rd, 1st Suffolk Regt.

*King George Cup*.—Officers' Rifle Teams of Eight.—1st (Challenge Cup), Queen's Bays ; 2nd, 1st E. Yorkshire Regt. ; 3rd, 1st K.R.R.C.

*Royal Irish Cup*.—W.O's. and Sergeants' Rifle Teams of Eight.—1st (Challenge Cup), Queen's Bays ; 2nd, 1st E. Yorkshire Regt. ; 3rd, 2nd Seaforth Highrs.

*Young Soldiers' Cup*.—Rifle Teams of Twenty.—1st (Challenge Cup), Royal Irish Fusiliers ; 2nd, 11th Hussars.

*18th Hussars Cup*.—Classification Tables ; Best Fifty Scores. Cavalry. India.—1st, 4th/7th Dragoon Guards ; 2nd, 11th Hussars. Infantry. India.—1st (Challenge Cup), 2nd R. Warwickshire Regt. ; 2nd, 2nd Seaforth Highrs. Cavalry, other than India.—1st, 9th Lancers ; 2nd, 3rd Hussars.

*Squadron Shield*.—Rifle and H.G. Teams of Sixteen.—1st (Challenge Cup), "B" Squadron, Queen's Bays ; 2nd, "C" Squadron, Queen's Bays.

*Eastern Command Cup*.—Hotchkiss Gun Pairs—Class A.—1st, "B" Squadron, Queen's Bays ; 2nd, "A" Squadron, 11th Hussars. Class B.—1st (Challenge Cup), "B" Squadron, Queen's Bays ; 2nd, "B" Squadron, 15th/19th Hussars.

*Duke of Connaught Cup*.—Teams of all officially armed with revolver on peace establishment, other than officers, w.o's. and staff-sergts.; shot concurrently with annual course ; scoring by average points per revolver.—1st (Challenge Cup), Queen's Bays ; 2nd, Royal Scots Greys ; 3rd, 15/19th Hussars.

*Revolver Cup (Individual)*.—1st (Challenge Cup), Lieut. G. F. W. Smith (Queen's Bays) ; 2nd, S.Q.M.S. F. Bishop (R. Scots Greys) ; 3rd, S.Q.M.S. T. R. Wyatt (Queen's Bays).

#### ARMY CRICKET IN 1926.

##### *By a Former Captain.*

THE prospects for the season of 1926 were not particularly bright. Such stalwarts as Captain Armitage, Mr. Kirkwood and Mr. Hudson had departed for a tour of duty abroad, and Captain E. S. B. Williams was unable to play before August. In consequence the task of the Army selectors was not an easy one, and it was made more difficult by the Strike. To add to their troubles Mr. Gore must needs slip a cartilage in his knee when playing lawn tennis, and Captain Havelock Davies, by bowling inadvertently on a pitch considerably in excess of the regulation length, practically put his shoulder out. These two bowlers are certainly the best of their kind in the Army, and their places were most difficult to fill.

However, the selectors did what they could with the material available and a very reasonable team, took the field against Oxford University early in June.

The match, as it happened, was completely ruined by rain, only half an hours' play being possible on the first day. The Army, batting first, entirely failed to make the best of their opportunities. The wicket was never really difficult and the bowling distinctly moderate, and yet we just failed to make

• 200 runs. In fact, if Captain Wilkinson had not made a century the whole side would probably have been out for under 100.

The University made a promising start, and looked like making a huge score, but Mr. Melsome bowled extremely well on the third morning of the match and took the last eight wickets for just under eight runs apiece.

Facing a deficit of about 100 runs, with rather more than a couple of hours left for play, there was a possibility of the match being lost to the Army. However, after an early reverse, Captain Carr and Captain Wilkinson made the game safe.

Against Cambridge, Captain Joy took the place of Captain Hyndson, and Captain Hope came in instead of Captain Battersby.

We quite realized that we had a far stiffer proposition to deal with at Cambridge. Major Tudor, however, again did his duty noble and, going in first with Captain Wilkinson on an excellent wicket, put 60 runs on the board before the first wicket fell. But after that wickets fell with disconcerting regularity and we were all out for less than 140, a ridiculous score on such a wicket. Fortunately for us, however, Captain Joy bowled really well for his first few overs, and three of our most dangerous opponents were back in the pavilion before 50 was up.

Mr. Melsome then took a turn and when the eighth wicket fell it seemed almost certain that we would lead on the first innings, but some resolute hitting by the tail end batsmen turned the scale and the University obtained a trifling advantage.

There was no reason why the Army should not make a good recovery, but again the batting was weak, and after making another fairly good start, we were all out for under 150.

At one time it looked as though Cambridge would win by 10 wickets, but Melsome again bowled well, and in the end the margin in favour of the University was only 5 wickets.

In spite of our lack of success in the first two matches we approached the Navy and Army match with plenty of confidence. We had had some practice together as a team, and we had no reason to suppose that our old rivals would show any marked improvement in spite of strong rumours and tales of big scores made at Portsmouth in Navy week. Nevertheless, at lunch time on the first day with 120 up for only one man out the Sailors had every reason to congratulate themselves, and there were some members of the Army team who had visions of going in to bat against a total of 500 or so. But soon after lunch, Lieut. Shaw and Major Brooks, the heroes of the second wicket partnership, were both out, and their successors failed signally to press home the advantage. Captain Joy, Mr. Mackessack and Captain Havelock-Davies all bowled well and the fielding was uniformly good. Thanks to consistent batting; Mr. Bryan was the only one to make more than 50, the Army total just exceeded 300 and, but for the fielding of the sailors, might have been over 400.

The Navy once more got a good start, thanks to Major Brooks again and Lieut.-Commndr. Cornwallis, but after the opening pair had been separated

there was a fairly steady procession of batsmen to and from the pavilion, and in the end the Army had less than 30 to make to win the match.

Mr. Melsome was most deceptive in the second innings and captured six wickets cheaply. The Army made the necessary runs without losing a wicket.

In our last match, against the Public Schools, the Army was reinforced by Captain E. S. B. Williams and Captain Burrows from the Staff College. Major Fink and Captain Pank also came into the side. The schoolboys quite failed to do themselves justice and made little more than 100 runs. Wilkinson and Williams gave the Army a good start, and Stanyforth and Pank carried on the good work, so that the total fell just short of 300. Captain Williams' hitting was delightful and he made his 55 in less than an hour, nearly all of them by full-blooded drives in front of the wicket. The schoolboys again failing the Army gained an easy victory by an innings and some 70 runs.

Taking all the circumstances into consideration the Army has no reason to be dissatisfied with the results of the past season. Two matches were won, one lost and one drawn. Major Tudor proved himself an admirable skipper and handled his team with marked ability. Although he quite failed to do himself justice as a batsman there is no doubt as to his "class." Captain Wilkinson had a successful season, and in making over 300 runs in six completed innings proved himself the mainstay of the side. In spite of successes in county cricket, neither Mr. L. L. Williams nor Mr. Leggett made many runs for the Army.

Mr. Bryan played well against the Navy but was most disappointing in the other matches, and has scarcely fulfilled his early promise as he stood out as the best schoolboy batsman of his year.

Captain Carr proved himself a worthy successor to Captain E. S. B. Williams at cover point and played two very useful innings.

Captain Stanyforth may not be the best wicket-keeper in the Army, but taking his batting into consideration it is difficult to see who would fill the role with better results.

Captain Williams' absence was sorely felt. There are few batsmen of the present day who hit the ball so hard in front of the wicket, and it would be interesting to see how he would fare in county cricket if he could spare the time. His innings against the Public Schools was an excellent example to the boys.

Turning to the bowlers, Mr. Melsome was the success of the season. He took 22 wickets out of a possible 45, and as he gains in experience his bag of victims will surely increase. He is an excellent field and a useful bat.

Mr. Mackessack, home on leave from India, is another slow bowler of real class. Captain Joy was a great asset. He invariably bowled well and maintained his pace admirably.

Normally one expects to find greater batting than bowling strength in Army teams, but this year the reverse has been the case. If the batsmen had given the bowlers the support that they deserved, and to which they were thoroughly entitled, it is very probable that the "balance sheet" would have been even better than it is.







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